

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## AMARILLO, TEX.

Early Grain & Elevtr. Co., whol. grain, hay, seeds.  
Plains Grain Co., E. S. Blasdel, grain, field seeds.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.\*

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.\*

## BALTIMORE, MD.

Chamber of Commerce Members.  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & exptrs.\*  
Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, exptrs.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.\*  
Jones & Co., H. G., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, commission merchants.\*  
Steen & Bro., E., hay and grain.\*

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Hasenwinkle Grain Co., grain brokers.  
O'Neil & Gyles, grain brokers.

## BOSTON, MASS.

Chamber of Commerce Members.  
Benzaguin, Matthew D., grain brokerage, com'n.\*  
Littlefield Co., Henry, commission merchants.  
McLean Alpine Co., The, grain and hay.\*  
Ranlet Co., The D. W., grain and mill feed.

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Delp Grain Co., E. E., grain and mill feed.

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Buffalo Cereal Co., grain.\*  
Burns Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.\*  
Eastern Grain Co., receivers & shippers of grain.\*  
Electric Elevtr. & Mig. Co., recvrs. and shippers.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly commission.  
Heinold, John G., grain and feed.  
H. O. Company, manufacturers of cereals.\*  
Irwin, Dudley M., barley.  
Lewis Grain Co., salvage & sample grade grain.  
Pierce, Geo. E., Wheeler elevators.\*  
Ratliffe, S. M., consignments solicited.  
Seymour Grain Co., commission merchants.  
Townsend-Ward Co., grain commission.\*  
Urmston Grain Co., grain commission.\*

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Cole, G. W., grain broker.

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Hastings Co., Samuel, receivers and shippers.  
Magee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

## CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.  
Edwards, A. H., grain broker.  
Johnson & Co., C. E., grain brokers.

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Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Carden, grain and seeds.  
Carhart Code Harwood Co., grain commission.\*  
Cowen Co., W. S., commission, grain and seeds.  
Crighton & Lasier, grain commission.\*  
Delany, Frank J., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Fitch & Co., Walter, W. K. Mitchell, Mgr.\*  
Fraser Co., W. A., grain commission.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hoyt & Co., Lowell, commission, grain and seeds.  
Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
McKenna & Rodgers, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*

## CHICAGO—Continued.

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Norris & Co., grain merchants.\*  
Nye & Jenks Gr. Co., commission merchants.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Quinn, Geo. B., grain commission.  
Rang & Co., Henry, grain commission.  
Re Qua Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.  
Rogers Grain Co., buyers and shippers.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., receivers and shippers.  
Rothschild Co., D., barley and malt.  
Rothschild Co., The Moses, general grain com'n.  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Udlike Commission Co., grain commission.\*  
Vehon & Co., M. L., grain commission.  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain seeds.

## CINCINNATI, O.

Chamber of Commerce Members.  
Allen & Munson, grain, hay, flour.\*  
Bender, A., grain, brokerage & com'n.\*  
Blumenthal, Max, grain, barley a specialty.\*  
Cincinnati Grain Co., commission merchants.  
Cleveland Grain Co., receivers & shippers.  
Collins & Co., grain commission.\*  
Ellis & Fleming, grain and hay.\*  
Fitzgerald Bros. Co., strictly commission.\*  
Gale Bros. Co., grain, hay, feed.\*  
Gray, Ralph, receiver and shipper.  
Richter Gr. Co., grain, hay, flour, feed.  
Union Gr. & Hay Co., grain buyers & commiss'n.\*  
Van Luenen & Co., Paul, consignments.\*  
Whitcomb & Root, grain, hay, millfeed.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. I., grain and millfeed.\*  
Bennett, W. A., receivers grain, hay & millfeed.  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., receivers and shippers.  
Kemper, J. F., grain, hay and millfeed.  
Sheets Bros. Elevtr. Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain, hay and straw.  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Buckeye Grain & Mig. Co., grain, hay & feed.

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DAVENPORT, IOWA.

Interior Grain Co., buyers and sellers of grain.

## DECATUR, ILL.

Conley, Quigley & Co., grain brokers.  
Kizer & Co., grain brokerage.

## DENVER, COLO.

Board of Trade Members.  
Ady & Crowe Mercantile Co., grain, hay.\*  
Longmont Farmers Mill & Elevtr. Co., flour, grain.  
Scott, E. E., broker, grain, cottonseed, meal, bags.

## DES MOINES, IA.

Des Moines Elevator Co., receivers and shippers.  
Lockwood Grain Co., B. A., grain & millfeeds.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
Taylor & Patton Co., buyers and shippers.\*  
Wright & McWhinney, grain com'n merchants.

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Board of Trade Members.  
Dumont, Roberts & Co., receivers, shippers.\*  
H. M. Hobart & Son, grain, hay, millfeeds.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
Caughey-Swift Company, grain buyers.\*  
Simmons & Co., F. J., grain, hay and straw.\*

## DULUTH, MINN.

Johnson-Olson Gr. Co., grain commission.

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Egley-Doan Elevtr. Co., grain, hay and seeds.

## FORT WORTH, TEX.

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King-Douglas, W., grain, feedstuff & brokerage.  
Kolp, E. R. & D. C., grain and seed dealers.\*  
Werner Wilkens Grain Co., receivers & shippers.

## FRANKFORT, IND.

Frank & Co., Wm., grain brokers.\*

## GALVESTON, TEX.

Board of Trade Members.  
Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay, exporters.  
Wisrodt Grain Co., wholesale grain eltr., facilities.

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Grubbs Grain Co., E. A., track buyers.\*

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Boyd, Bert A., Indianapolis commission man.\*  
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Fleece-Thomson Co., field seeds & grain.  
Hoosier Grain Co., commission & brokerage.  
Jordan & Montgomery Co., wholesale grain.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Minor, B. B., grain consignments solicited.  
Mutual Grain Co., grain commission.\*  
Reliance Grain Co., recvrs. & ship's hay & grain.  
Shotwell & Co., C. A., grain, flour, feed.  
Witt, Frank A., grain commission & brokerage.

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.

## KANSAS CITY, MO.

Board of Trade Members.

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Beach Grain Co., grain commission.\*  
Benton Grain Co., screenings and seeds.  
Clay Grain Co., F. B., grain commission.\*  
Croysdale Grain Co., grain commission.  
Davis & Co., A. C., grain commission.\*  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Com. Co., E. D., grain commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fox-Miller Grain Co., receivers and shippers.  
Goffe & Carkener, recvrs. and shprs. of grain.\*  
Hinds Grain Co., The, receivers, shippers.  
Hoebel Grain Co., grain commission.  
Houston Carpenter Gr. Co., cash & futures, grain.  
Logan Bros. Grain Co., grain commission.\*  
Moffatt Commission Co., grain.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Morrison Grain Co., grain merchants.  
Nicholson Gr. Co., W. S., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Roehen Grain Co., E. E., grain, flour, millfeed.\*  
Russell Grain Co., hay our specialty.  
Shannon Gr. Co., consignments solicited.\*  
Steele & Co., H. H., grain and seeds.\*  
Terminal Elevators, receivers, shippers.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.\*

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KOKOMO, IND.

Dutchess, Owen A., grain broker & track buyer.  
Farnsworth, F. H., grain broker.

## LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

## LITTLE ROCK, ARK.

Gordy Co., C. L., grain and millfeed brokers.

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Board of Trade Members.

Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Brandels & Son, A., recvrs. & shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.  
Thomson & Co., W. A., corn, oats and rye.  
Verhoff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.  
Files-Thomson Co., field seeds and grain.



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## MEMPHIS, TENN.

### Merchants Exchange Members.

Brown & Co., W. P., wholesale grain & hay.\*  
Buxton, E. E., broker and commission merchant.  
Clark, Burke & Co., grain & hay dealers.  
Davis & Andrews Co., grain dealers.\*  
Horton & Co., J. B., grain & hay commission.  
Scruggs-Robinson Co., brokers & com. merchants.  
U. S. Feed Co., corn, oats, hay, consignments.  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., grain, hay and millfeed broker.

## MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

## MERIDIAN, MISS.

McInnis, A. H., broker, grain, hay, cottonseed pdts.

## MIDDLE POINT, O.

Pollock Gr. Co., trk. hys., ear corn, oats, straw.

## MILWAUKEE, WIS.

### Chamber of Commerce Members.

Armstrong Co., W. J., hay merchants.  
Bartlett & Son Co., L., grain commission.\*  
Donahue-Stratton Co., grain dealers.\*  
Ellsworth, B. G., grain consignments.  
Hadden Co., E. G., grain commission mchts.\*  
Johnstone & Templeton, grain commission.  
Kamm Company, P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Owen & Co., O. C., grain commission merchants.  
Owen & Brother Co., grain commission.  
Rankin & Co., M. G., shippers, corn, oats, barley.  
Blatto Elev. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.

## MINNEAPOLIS, MINN.

### Chamber of Commerce Members.

Benson-Newhouse-Stabeck Co., grain commission.\*  
Brown Grain Co., grain commission.\*  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.  
Davies & Co., F. M., grain commission.\*  
Fraser-Smith Co., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
McDonald & Wyman, grain commission.\*  
Malmquist & Co., C. A., grain commission.  
Poehler Company, H., grain commission.\*  
Quinn Shepherdson Co., grain commission.\*  
Stair, Christensen & Timmerman, gr. commission.\*  
Turle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.\*  
Wyman & Co., C. C., grain commission.\*  
Zimmerman, Otto A., barley specialist.\*

## MOBILE, ALA.

Kimbrough Co., E. H., grain buyers.\*

## MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

## NASHVILLE, TENN.

Rose, Caswell E., corn, oats, hay, feedstuffs.

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

## NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

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Forbell & Co., L. W., grain commission.\*  
Kusch & Schwartz Co., oats, corn, wheat.  
Robinson, G. B., Jr., grain and millfeeds.  
Yellowlee, R. A. & Co., grain commn. mchts.\*

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LeGrand & Burton, grain and hay brokers.\*

## NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

## OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., grain and seed dealers.

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### Grain Exchange Members.

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Cavers Elevator Co., receivers and shippers.\*  
Crowell Elevator Co., receivers, shippers.\*  
Holmquist Elevator Co., receivers and shippers.\*  
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Imperial Mfg. Co., grain consignments.  
Iowa Elevator Co., receivers and shippers.  
Kern, C. E., grain broker.  
McCaull-Dinsmore Co., grain.  
Merriam Commission Co., consignments.  
Nebraska-Iowa Gr. Co., consignments a specialty.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Gr. Co., Geo. A., grain dealers.  
Saunders-Westrand Co., receivers and shippers.  
Taylor Grain Co., brokers.\*  
Thresher, E. R., grain broker.  
United Grain Co., grain commission.  
Urdike Grain Co., grain commission.  
Weekes Grain Co., receivers and shippers of grain.

## PEORIA, ILL.

### Board of Trade Members.

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Bowman & Co., Geo. L., grain commission.  
Buckley, Pursley & Co., grain and seeds.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman, C. H., grain commission.  
Grier & Co., T. A., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

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Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Edw. M., grain and feeds.\*  
Standard Hay & Grain Co., grain, hay & straw.  
Stites, A. Judson, grain and millfeed.

## PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.\*

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### Members Grain and Hay Exchange.

Austen Bros., grain, hay and millfeed.\*  
Elwood & Co., R. D., hay and grain.\*  
Foister, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.\*  
Hardman & Heck, grain, hay and millfeed.\*  
Heck & Co., W. E., grain, hay and millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
Mahood Hay & Grain Co., hay, corn & oats.\*  
McCaffrey's Sons Co., Daniel, hay, gr'n, millfeed.\*  
McCague, R. S., grain, hay.\*  
Seavey & Clark, grain, hay & millfeed.\*  
Smith & Co., J. W., grain, hay, feed.\*  
Stewart, D. G., & Geldel, grain, hay and feed.\*  
Walton Co., Sam'l, grain and hay.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.  
Worth, W. A., cash grain.

## PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

## RICHMOND, VA.

Adams Gr. & Prov. Co., grain, feeds, seeds.  
Beveridge & Co., S. T., grain, hay, feeds, seeds.  
Southern Brokerage Co., grain, hay, feeds & seeds.

## SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

## SAN ANTONIO, TEXAS.

Prescott & Co., whol. grain & cottonseed pdts.

## SIOUX CITY, IOWA.

### Board of Trade Members.

Fields & Slaughter Co., grain, hay and feed.  
Flanley Grain Co., grain commission.  
Iowa-Dakota Gr. Co., grain & com. merchants.

## SIOUX FALLS, SO. DAK.

German Grain Co., buyers and shippers.

## ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dir. and broker.\*  
Musterman & Co., Wm., grain, hay, rcvrs., shprs.\*

## ST. LOUIS, MO.

### Merchants Exchange Members.

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Elmore Schultz Gr. Co., rcvrs. & shprs. grain.  
Goffe & Carkener Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Green Commission Co., W. L., grain.\*  
Langenberg Bros. & Co., grain commission.\*  
Morton & Co., grain, hay and seeds.  
Nelson Commission Co., grain commission.\*  
Picker & Beardsley Corn Co., grain & grass seed.\*  
Toberman, Mackey & Co., consignments solicited.  
Turner Grain Co., grain commission.

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Mills & Clifford, grain merchants.

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

## TIPTON, IND.

Urmston Grain Co., receivers and shippers.

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Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover, seed.\*  
Paddock-Hodge Co., The, receivers & shippers.  
Southworth & Co., grain and seeds.\*  
Wickenbiser & Co., John, rcvrs. & shippers of gr.  
Zahn & Co., J. F., grain, seeds.\*

## TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

## WASHINGTON, D. C.

Craig, J. V., hay and grain broker.\*

## WINFIELD, KANS.

Hayes & Co., John, whole sale grain.

## WINNIPEG, MAN.

Bawlf Grain Co. The N., oat shippers.  
Matheson Lindsay Grain Co., grain commission.  
Richardson & Sons, Ltd., James, grain shippers.

\*Members Grain Dealers National Association.

## BALTIMORE CHAMBER OF COMMERCE MEMBERS

**CHAS. ENGLAND & CO.**  
Commission Merchants  
GRAIN :: HAY :: SEEDS  
308-310 Chamber of Commerce, BALTIMORE

**CONSIGNMENTS A SPECIALTY**  
**JOHN T. FAHEY & CO.**  
Commission Merchants  
Grain Receivers and Shippers  
In the Market every day  
Remember us on Rye BALTIMORE, MD.

Established 1882  
**G. A. HAX & CO.**  
COMMISSION  
Grain, Hay and Seeds  
445 North Street BALTIMORE, MD.



**BUFFALO CORN EXCHANGE MEMBERS**

When consigning  
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**Urmston Grain Company**

For cash offers en route or  
track, wire Tipton, Indiana.

**The Townsend-Ward Co.**

Chamber of Commerce, BUFFALO, N. Y.

We are in position to give "Help"  
to all consignors of grain and as for  
facilities, "WE got 'em."

**A. W. HAROLD  
GRAIN BARLEY A Specialty**

717 Chamber of Commerce,

BUFFALO, N. Y.

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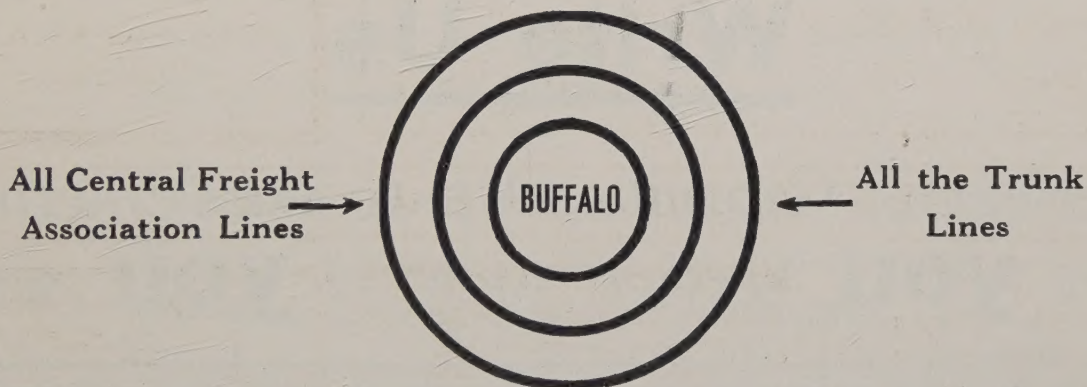
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**Journal**

When you write our advertisers  
Thanks

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of grain elevators. You can make your wants  
known quickly by advertising in the "Elevators  
for Sale and Wanted" columns.

We Have Real Selling Ability.  
Use it for your Consignments.

**W. S. NICHOLSON GRAIN CO.**

Established 1895

310 Board of Trade KANSAS CITY

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Grain and Commission Merchants

FURNISHING GRAIN TO MILLS AND  
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GRAIN COMMISSION

We solicit consignments and we make high track bids.  
or delivered prices.

Phone or wire us for bids, also  
OFFICES:—SIOUX CITY, IOWA OMAHA, NEB.

MEMBERS:—Omaha Grain Exchange

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**YOUR MESSAGE**

Let the Grain Dealers Journal your message bear  
To progressive grain dealers everywhere.

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The paper the Grain Dealer  
supports, because it supports  
the Grain Dealer—

**GRAIN DEALERS JOURNAL**

**CAUGHEY-SWIFT COMPANY**

SUCCESSORS TO

Caughey & Carran Co. and McLane, Swift & Co.

**GRAIN and SEED MERCHANTS**

The consolidation of two of Michigan's oldest grain firms gives to  
Detroit a new concern equipped in every manner for the best results.

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GRAIN COMMISSION

Write for prices and samples. We solicit your consignments and futures business.

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SHIP TO  
**H. POEHLER CO.**  
EST. 1855  
GRAIN COMMISSION  
MINNEAPOLIS DULUTH**H. L. HANKINSON & CO.**

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Solicit Your Consignments

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MILWAUKEE

DULUTH

*F. H. Davies & Co.*  
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Write for our Special Market Letter

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20 Years Experience in assembling and distributing Choice Rye for milling and distilling trade. Largest Rye handlers in the West. Also shippers of

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Mellow, sound and well-cleaned.

Write for samples and prices.

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Dealers in All Kinds of Grain

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**GRAIN COMMISSION.**

MINNEAPOLIS AND DULUTH.

Consignments solicited—give us a trial

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Consignments Solicited. Track Bids Made on Request

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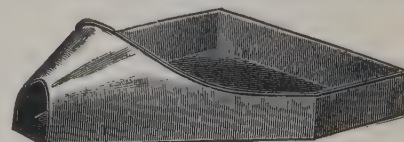
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Your Consignments solicited—Personal attention—Quick Returns to all. Ask for Our Bids

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For Examining Samples of Grain and Seeds. Made of Aluminum, strong, light and well made. Will not Rust or Tarnish.

Grain Size, 2½x12x16½ inches.....\$1.50

Seed Size, 1½x9x11 inches.....\$1.25

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO

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**BUCKLEY, PURSLEY & CO.**

Commission Merchants

**GRAIN AND SEEDS**

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**WHY WONDER** WHERE YOU CAN GET SERVICE OR SUPPLIES.  
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS OF ONLY THE BEST



## RECEIVERS, SHIPPERS AND BROKERS

**McCRAE, MORRISON & COMPANY**  
*Shippers of Corn and Oats*  
**WHOLESALE GRAIN DEALERS**  
 When you want **QUICK SERVICE, HIGH QUALITY** and **SATISFACTORY PRICES** in this line, consult us.  
 None are more able to give you this than we.  
 Correspondence Solicited. **KENTLAND, INDIANA**

**E. A. GRUBBS GRAIN CO.**  
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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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 Receiver and Shipper of  
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 GRAIN, HAY and SEED MERCHANTS  
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 FEEDER CORN A SPECIALTY  
 either ear or shelled.  
 Ask for prices delivered anywhere Cedar Rapids, Iowa

**STOCKBRIDGE ELEVATOR CO.**  
 Buyers and shippers of  
**GRAIN, HAY, BEANS and WOOL**  
 "Quick service, give us a trial."  
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 Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.  
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 Wholesale Grain Dealers  
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 We make track bids and quote delivered prices. Solicit Consignments of Grain and Clover Seed. Members Toledo Produce Exchange and Chicago Board of Trade

**INTERIOR GRAIN COMPANY**  
**BARLEY A SPECIALTY**

We buy and sell BARLEY, OATS, CORN. SEND us SAMPLES for bids. WRITE, TELEGRAPH, PHONE us for prices. Ship your grain to us for bids. If not accepted, we will forward to your Commission House, Chicago or Milwaukee. We pay drafts, order bill lading attached, give you official weights and make quick returns.

**DAVENPORT, IOWA**

**WHEN "SEEDY"**  
 Try  
**C. A. KING & CO.**  
 Toledo Leads World

**Fort Wayne, Ind.**  
**Egley-Doan Elevator Company**  
 Receivers and Shippers of  
**Corn and Oats**  
 Fresh Country Run Stock Our Specialty  
 ASK FOR PRICES



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The  
Canadian Elevator Co.

(LIMITED)

Grain  
Commission  
Merchants

WINNIPEG CANADA

## Eastern and Southern Orders Solicited

We will execute your orders for CASH GRAIN on  
basis of in store and we will put your Grain  
afloat or on track for you.

Option Orders Will Receive Prompt Attention

Cash Prices

Basis in Store, Fort William or Port Arthur  
To f. o. b. or Float Grain would cost  $\frac{3}{4}$  cent per bushel Elevator  
charges additional, plus Outward Weighing and  
Inspection fees of 80c. per thousand

REFERENCES—ANY BANK OR COMMERCIAL AGENCY

The Northern Elevator  
Co., Ltd.Grain Commission  
Merchants

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Prompt attention given all  
**CONSIGNMENTS**

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Sacked Oats a Specialty

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Est. 1896

WINNIPEG, CAN.

## CANADIAN GRAIN

Now that the barriers have been partly eliminated quite a large volume of our this year's high quality crop is finding its way to points in almost every part of the United States.

If interested would like you to get in touch with our nearest office, we will gladly submit samples and make you quotations delivered anywhere, either wheat, oats, barley or flax.

We are also in a position to supply at reasonable prices Marquis wheat, selected oats and flax, for Seed purposes.

Established fifty-seven years in the Canadian trade and with our own unexcelled connections throughout the Canadian West, also in Eastern Canada we are in a position to fill your requirements satisfactorily.

References any Bank or Commercial Agency.

## JAMES RICHARDSON &amp; SONS, LIMITED

PRINCIPAL OFFICES

Winnipeg, Man.

Kingston, Ont.

Calgary, Alta.

Toronto, Ont.

Vancouver, B. C.



# WINNIPEG GRAIN EXCHANGE MEMBERS

## The Grain Growers' Grain Company, Ltd. Winnipeg, Canada

Balance Sheet as at 31st August, 1913

### ASSETS

Investments .....		\$852,746.03
Stocks and Shares .....	\$344,130.66	
Real Estate .....	343,486.65	
City Properties .....	\$299,431.91	
Farm Lands .....	44,054. 4	
	<u>\$343,486.65</u>	
Elevator Buildings .....	165,128.72	
	<u>852,746.03</u>	
Advances on Bills of Lading and other debts due the Company...		213,842.81
Stocks of Grain—In terms of Approved Inventories .....		228,064.94
Funds in Hands of Paying Agents .....		9,422.28
Office Furniture and Supplies .....		18,119.22
Organization Expenses .....		48,957.44

### LIABILITIES

Capital Stock (Subscribed, \$809,950.00), Paid Up .....		\$645,361.80
Accounts Payable .....		225,772.60
Bank Account Overdrafts .....		243,391.67
Dividend Account .....		62,856.98
Profit and Loss Account .....		10,769.67
Amount at credit thereof, as per separate Statement .....	\$170,236.50	
<u>Deduct</u> Dividend at rate of 10% p. a. ....	\$62,856.98	
Transferred to Reserve .....	96,609.85	
	<u>159,466.83</u>	
	<u>\$ 10,769.67</u>	
Special Reserve .....		20,424.54
General Reserve .....		162,575.46
	<u>\$1,371,152.72</u>	<u>\$1,371,152.72</u>

We beg to report to the Shareholders that we have examined the above Balance Sheet with the Books and Vouchers of the Company, and in our opinion the Balance Sheet is properly drawn up so as to exhibit a true and a correct view of the state of the Company's affairs, as shown by the books of the Company. We have examined the securities for the investments and found them in order.

Winnipeg, Nov. 10, 1913.

JOHN SCOTT, C. A. }  
W. H. BEWELL } Auditors.

### COMPARATIVE STATEMENT

	Opened Business Sept. 1, '06	June 30, '07	June 30, '08	June 30, '09	June 30, '10	June 30, '11	June 30, '12	June 30, '13
Shares Allotted .....	1,000	1,853	2,932	7,558	14,131	24,602	27,321	32,500
Capital Subscribed .....	\$25,000	\$46,325	\$73,300	\$188,950	\$353,275	\$615,050	\$683,000	\$809,950
Capital Paid-up .....	\$ 5,000	\$11,795	\$20,385	\$120,708	\$292,957	\$492,062	\$586,472	\$645,361.80
Grain Receipts (Bus) .....		2,340,000	4,990,541	7,643,146	16,332,645	18,845,305	27,775,000	29,975,000
Profits .....		\$790	\$30,190	\$52,902	\$95,663	\$69,575.46	\$121,614	\$164,332.57

TOTAL FARMERS' GRAIN HANDLED SINCE SEPT. 1, 1906 - 107,901,637 BUSHELS

See Photo of Executive Officers on Poster



## WINNIPEG GRAIN EXCHANGE MEMBERS

**Norris Grain Company**

LIMITED

709 Grain Exchange Winnipeg, Man.

---

Buyers and Shippers  
of all kinds of Grain  
by Carload or Cargo

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*Special Attention Given  
to Consignment and Com-  
mission Business.*

WE handle Wheat, Oats, Flax  
and Barley on commission,  
obtaining best possible grades and  
prices. Our work is prompt, ac-  
curate and reliable. Let us handle  
YOUR shipments this season.  
Daily or weekly market letter on  
application.

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**DONALD MORRISON  
& COMPANY**

Established 1904

**GRAIN COMMISSION**231-239 Grain Exchange  
**WINNIPEG**

REFERENCES:

Bank of Toronto, Northern Crown Bank and Commercial Agencies

**N. M. PATERSON & CO.****GRAIN**

604 Grain Exchange

Winnipeg, Man.

---

We have elevators in St. Boniface and Fort William  
and make a specialty of handling oats. We have up-  
to-date bagging machinery, we also dry tough grain,  
scour and clean smutty grain, and separate mixed  
grains, such as wheat and oats mixed. Write us  
for shipping instructions.

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**Consignments Given Special Attention****Try Us on Your Next Shipment**



**WINNIPEG GRAIN EXCHANGE MEMBERS**

*If you want*

**CANADIAN  
Oats or Barley**

For domestic or export  
use, get our quotations  
before placing your  
orders.

**National Elevator Co., Limited**

Port Arthur **Winnipeg** Calgary

**Gooderham, Melady  
& Co., Ltd.**

**GRAIN EXPORTERS  
AND  
COMMISSION MERCHANTS**

**Buyers of All Kinds of Grain**

435 Grain Exchange,

**Winnipeg**

**THE N. BAWLF GRAIN CO.**  
— LTD. —

**WINNIPEG, MANITOBA**

Own and operate country elevators in Manitoba and Saskatchewan. We make a specialty of handling Oats and our long experience and different connections assure you the best of results.

We are shipping large quantities of Oats daily into the U. S. and if you are a purchaser of Oats you cannot do better than communicate with us for prices, etc.

**N. BAWLF,**  
President

**W. R. BAWLF,**  
Vice-President

**GRAHAM BOSTON,**  
Secretary and Treasurer

*REFERENCE: The Bank of Toronto*



## WINNIPEG GRAIN EXCHANGE MEMBERS

S. P. CLARK

A. P. WHITE  
Manager

WM. MARTIN

**Clark & Martin****Grain and Stock  
Brokers****606 Grain Exchange Bldg.  
WINNIPEG, MANITOBA**Private Wires: Minneapolis, Chi-  
cago, New York, Toronto and  
Vancouver.Correspondents: Logan & Bryan,  
Chicago.**K.B. Stoddart  
& Co., Ltd.****WINNIPEG, MAN.****Grain Exporters**

and

**Commission Merchants****Receivers—Shippers—Futures****Agents:****SAMUEL SANDAY & COY**

of

**Liverpool, London, New York, Bombay,  
Buenos Aires, Rosario, Etc., Etc.****RANDALL, GEE & MITCHELL, Ltd.  
RELIABLE GRAIN MERCHANTS****MINNEAPOLIS WINNIPEG DULUTH**

JULIUS H. BARNES, President

WARD AMES, Jr., Vice-President

HENRY T. SWART, Sec'y and Treas.

**The Zenith Grain Co., Limited**  
**Grain Commission and Shipping Merchants****304 Grain Exchange****WINNIPEG, MAN.**Correspondents { Ames-Brooks Co., Duluth, Minn.  
The Ames-Barnes Co., New York.



**WINNIPEG GRAIN EXCHANGE MEMBERS**

**CHAS. E. LEWIS & CO.**

609 Grain Exchange  
**WINNIPEG, CAN.**

H. W. EGRES, Mgr.

Phone Main 6558

Phone F. R. 1007

Correspondence Solicited

**Stocks-Bonds  
Grain  
Provisions**

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New York Stock Exchange  
All Leading Grain Exchanges

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**WINNIPEG, CAN.**

An Elevator old in the satisfactory handling of GRAIN for customers, we call the attention of every reader of the Grain Dealers Journal to the

**SPECIAL FACILITIES and  
MOST MODERN MACHINERY**

for CLEANING and improving dirty and damaged grain.

Just a trial is all you will need to convince you.

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**CANADIAN PACIFIC ELEVATOR CO.**  
PORT ARTHUR, CANADA

**Western  
Terminal Elevator Co., Ltd.  
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Capacity 2,000,000 Bushels

Fireproof concrete and tile construction.

Daily receiving capacity  
125,000 bushels.

Shipping capacity, 50,000 bushels per hour. Equipped with the most up-to-date cleaning and bagging machinery.

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RECEIVERS AND SHIPPERS  
OF

**GRAIN**

Consignments given personal attention and prompt returns assured you on all shipments entrusted to our care. . . .

Minneapolis **WINNIPEG** Duluth



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OATS**

for

**Feed—Seed—Milling**

Write

**Hansen Grain Co.**  
**WINNIPEG, MAN.**DEALERS AND SHIPPERS  
IN ALL KINDS OF GRAIN**NORTH STAR GRAIN CO.**  
LIMITED

Established 1901

**GRAIN  
COMMISSION  
MERCHANTS**Option orders receive  
prompt attentionEastern orders for  
MILLING WHEAT  
sure of satisfaction**OUR** Experience  
Ability  
Reputation

Guarantee Satisfactory Service

**309 Grain Exchange  
Winnipeg, Manitoba**

S. T. SMITH

W. A. MURPHY

**Smith, Murphy & Co.****GRAIN  
COMMISSION  
MERCHANTS****WINNIPEG****Atlas Elevator Co., Ltd.**  
D. D. LEWERS, Mgr.**GRAIN  
COMMISSION  
MERCHANTS****325 Grain Exchange, Winnipeg, Man.**

We Solicit Grain Consignments

Liberal Advances on Bills of  
Lading and Prompt ReturnsOption Orders Handled With  
Care and DespatchMake Your Bills of Lading Read: Advise Atlas  
Elevator Co., Ltd., Winnipeg



**WINNIPEG GRAIN EXCHANGE MEMBERS**

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 Grain Bought and Sold For Future Delivery  
 508 Grain Exchange ∴ ∴ **WINNIPEG, CAN.**

**Jas. Carruthers & Co.**  
 Limited

**GRAIN**  
**EXPORTERS**

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 CORRESPONDENCE SOLICITED

**Benson - Newhouse - Stabeck Co., Ltd.**  
 Grain Commission  
 Winnipeg

Also offices  
 Minneapolis, Duluth,  
 Milwaukee, Chicago

References: Royal Bank of Canada  
 Commercial Agencies

**McBean Bros.**  
 GRAIN  
 COMMISSION  
 MERCHANTS

Carlot Shipments of Grain Solicited

600 Grain Exchange  
 WINNIPEG, MAN.

**Canada Atlantic Grain Co., Ltd.**  
 GRAIN COMMISSION MERCHANTS

Receivers and Shippers of

**WHEAT, BARLEY and OATS**  
 Screenings, Off-Grade and Salvage Grains  
 of Every Description

421 Grain Exchange - - WINNIPEG, MAN.

**B. J. Ostrander**  
 & Co.

**GRAIN**  
 COMMISSION  
 MERCHANTS

140-144

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**WINNIPEG**

Members Winnipeg Grain Exchange  
 " Lake Shippers Clearance Ass'n.

Members of  
 Winnipeg Grain Exchange

Phones: Oak Lake - No. 29  
 Winnipeg - Main 4326

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**MILLERS AND GRAIN COMMISSION**  
**MERCHANTS**

Head Office:  
 Oak Lake, Manitoba

Winnipeg Office:  
 240-244 Grain Exchange

References: ANY BANK

Winnipeg Manager: H. MOODY

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Consign your Grain to  
**LEITCH BROTHERS FLOUR MILLS LTD.**

Write for Particulars to either  
**OAK LAKE or WINNIPEG Offices**

**To BUY or SELL**  
**RENT or LEASE**  
**an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale" columns of the **GRAIN DEALERS JOURNAL** of Chicago. It will bring you quick returns.



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**Grain and Stock****Commission Merchants**Private wire connections with  
Calgary and Regina

Correspondents Shearson, Hammill &amp; Co.

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Members of { Winnipeg Grain Exchange  
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*"Don't forget us when the  
car is loaded"***Grain Receiving Register**

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. **Order Form 12AA. Price \$1.50.****GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.****Wagon Loads Received**

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. **Order Form 380. Price, \$1.50****GRAIN DEALERS JOURNAL****315 South La Salle St. CHICAGO, ILL.****Sales, Shipments and Returns Book**is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. **Price \$2.00.****GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.****Record of Cars Shipped**

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

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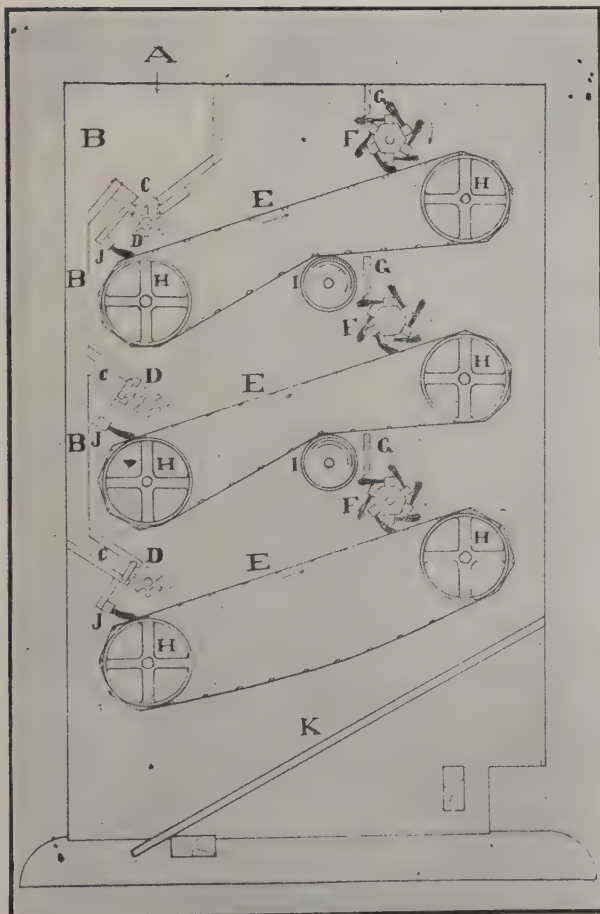
# AT LAST!!—THE RICHARDSON!

## The Grain Separator That Is at the Head of Its Field

A monumental achievement in the art of manufacturing Grain Separators has resulted in the GREAT RICHARDSON and is bringing a flood of letters from absolutely satisfied purchasers and operators.

The sieve and suction principle has been eliminated and replaced by traveling steel aprons having pockets of various sizes and depths for separating grains of different lengths.

### INTERIOR CONSTRUCTION



- A Where the grain enters
- B Grain supply for C
- C Individual supply to each apron
- D Positive feed rolls
- E Steel aprons
- F Revolving brushes, note the mopping effect of each brush
- G Brush cleaners
- H Iron pulleys 2 in. face covered with rubber
- I Apron supports
- J Stationary brush
- K Removable blank, or a seed screen if specified.

The apron principle is very simple and acknowledged to be the only correct one for separating many difficult mixtures.

For instance:

OATS from wheat.

WHEAT from oats and barley.

ALL KINDS OF SEEDS from wheat, oats, barley, rye.

OATS and WHEAT from screenings.

### A Few Satisfied Canadian Users and Operators:

THE CONSOLIDATED ELEVATOR CO., Ltd.,  
Fort William Can.

This machine has been in operation about fifteen months, and given perfect satisfaction. Could not endorse it more fully by writing a dozen pages.

THE NORTHERN ELEVATOR CO., Ltd.,  
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The work of this machine is certainly satisfactory, it is fulfilling every representation made for it.

WESTERN TERMINAL ELEVATOR CO., Ltd.,  
Ft. William, Ont.

The Richardson Separator we installed two years ago has been in operation ever since, and is giving us splendid satisfaction.

GLOBE ELEVATOR CO., Duluth, Minn.

Our Richardson Separators are giving splendid satisfaction, making separations of oats and barley from wheat fully up to the high standard claimed. They have more than paid for themselves.

*You'll get the same satisfaction if you follow suit. Write now, to*

**The Grain Separator Co.**  
**SPARTA, WIS. WINNIPEG, CANADA P. O. Box 726**



# There's A Reason

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We Have  
Equipped **Exclusively**  
The Following Terminal Elevators  

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**Grain Elevator Belting**  

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PORT ARTHUR ELEVATOR CO.

Port Arthur, Ont.

GOVERNMENT ELEVATOR

Port Arthur, Ont.

DAVID HORN ELEVATOR

Fort William, Ont.

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Contracts have just been awarded us for new  
Government Elevators now being erected at  
MOOSEJAW, SASK., and SASKATOON, SASK.

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## Gutta Percha & Rubber, Limited

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## Machinery

FOR

Large Terminal House, Small Station Elevators and all types of grain handling appliances for mills, warehouses, etc.

Steel Legs

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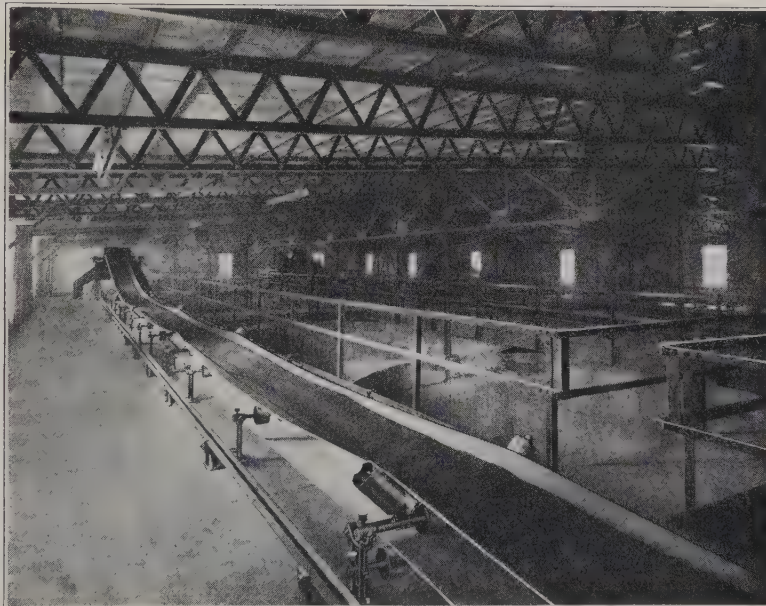
Turn Heads

Mayo Spouts

Trolley Spouts

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Shafting

Bearings

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A large majority of the large elevators of the U. S. A. and Canada are equipped with

## WELLER MACHINERY

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Chicago, Illinois

NEW YORK OFFICE: 50 Church Street





Canadian Government Elevator, Port Arthur, Ont. Capacity, 3,250,000 bu.

# Over 25,000,000

bushels capacity of grain storage has been built by us in Fort William and Port Arthur. A glance at the names of the modern elevators tells the story.

Built at Port Arthur	{	King Storage House	Thunder Bay
		Davidson & Smith	Canadian Government
At Fort William	{	Canadian Northern Terminals	
		Empire Elevator	Fort William Elevator
		Consolidated Elevator	Ogilvie Concrete Elevator
		Western Terminal Elevator	Canadian Pacific Elevators B & D

*See the Supplement of this number of the Grain Dealers Journal for illustrations of them.*

An important and significant fact is that we are building, for the Canadian Government, plants at Moose Jaw and Saskatoon, each having a capacity of three and a half million bushels.

*Call our Engineers in consultation.*

*Ask us for plans and estimates.*

## THE BARNETT-McQUEEN CO. Ltd.

ENGINEERS AND CONTRACTORS

FORT WILLIAM, ONT.

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WINNIPEG, MAN.

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## GRAIN ELEVATOR BUILDERS

**G.H. Birchard**  
CONTRACTOR OF **Grain Elevators.**  
Especially Designed for Economy  
of Operation and Maintenance  
LINCOLN, NEB.

Are you going to build or repair  
**Your Elevator**  
For the kind that give satisfaction, write,  
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**A. F. ROBERTS**  
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Any Size or Capacity  
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**GRAIN ELEVATOR**  
Designing and Construction  
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**WITHERSPOON-ENGLAR CO.**  
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20 years' experience. Estimates furnished.  
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The Dwyer Elevator, Fort William, Capacity 100,000 Bus.  
Built by T. E. Ibberson, Minneapolis, Minn.

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WAREHOUSES STORAGE TANKS  
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Built of Wood or Fireproof Material  
**PLANS — SPECIFICATIONS — ESTIMATES**  
Give me a chance to figure with you before making contract

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Plans and  
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The "NEWELL WAY" of  
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THINK what this MEANS  
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**C**HECK  
your re-  
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Chicago, Illinois



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We can build at very low cost, if you want that kind of an elevator. Does it pay?

Wood or Concrete Construction.

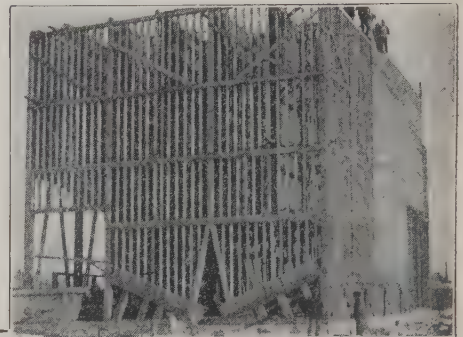
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every part of a  
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is installed for a purpose, and installed so it will serve its purpose. Plans and estimates.

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QUALITY — PRICE  
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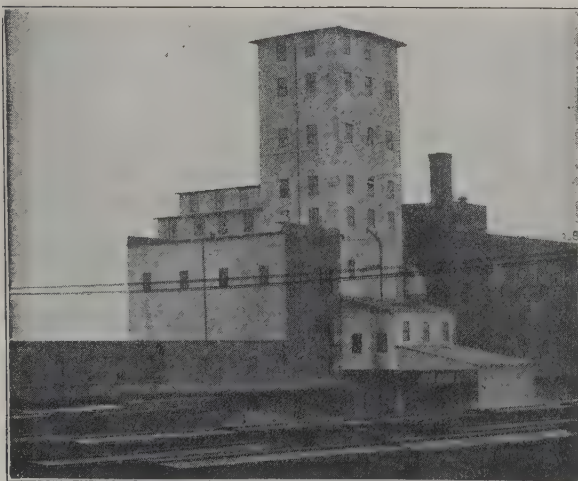
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Efficient and up-to-date plans furnished  
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**Reinforced Concrete Grain Elevator,  
Feed Mill and Warehouse, built in 1910  
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**Fireproof Construction Elevators, Mills and  
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We sell and build elevators.

We haven't time to knock.

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We wish the Trade a Prosperous New Year

**B**

**B**



## GRAIN ELEVATOR BUILDERS



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**WHARVES POWER PLANTS ROUND HOUSES RAILWAY STATIONS**

American Representatives for the  
**SECK (GERMAN) SYSTEM OF PNEUMATIC GRAIN HANDLING**  
which is being so successfully used in Europe

### John S. Metcalf Co., Limited

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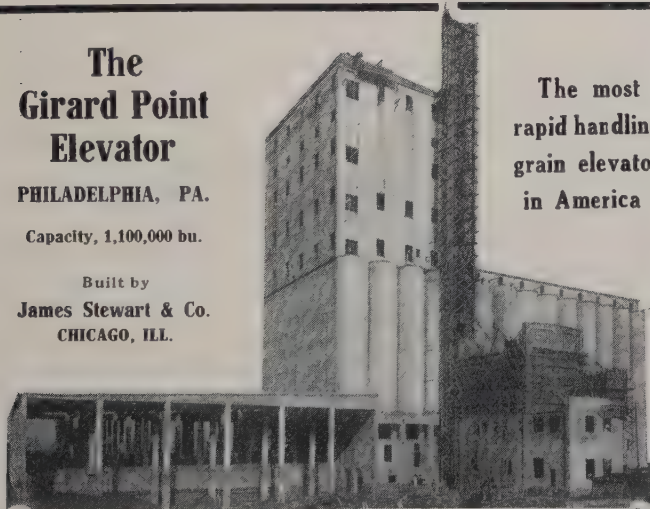
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#### The Girard Point Elevator

PHILADELPHIA, PA.

Capacity, 1,100,000 bu.

Built by  
**James Stewart & Co.**  
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The most  
rapid handling  
grain elevator  
in America

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CONTRACTORS, DESIGNERS AND BUILDERS OF  
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This Fire Proof Seed Warehouse and  
Grain Storage constructed of Reinforced  
Concrete frame with brick enclosing  
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*Will give you increased elevating capacity  
and prolong the life of your  
elevator leg belt.*

When your elevator leg belt is under working strain, it stretches. To prevent loss in motion with the use of the old style elevator boot, the operator will adjust the boot pulley by turning down the take-up rods sufficient to prevent the belt from slipping.

When the belt is idle this strain is not removed. The result is that you are taking the very life out of your belt, which necessitates shortening it quite frequently, causing expensive delays—to say nothing about the early renewal of belting.

**The Edmond-Norell Boot**  
adjusts itself automatically.

BUILT BY

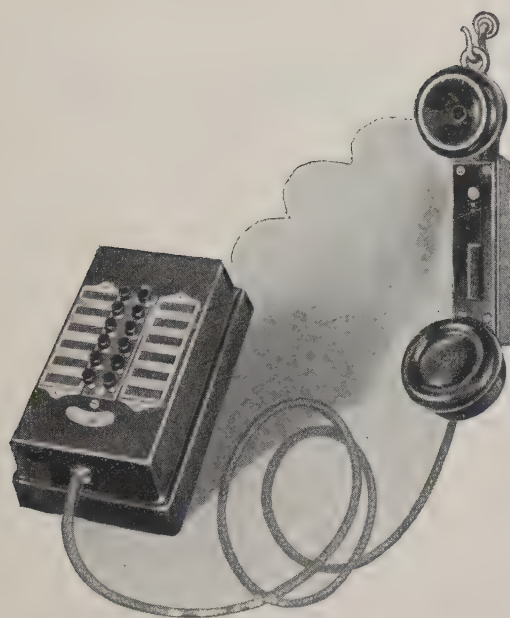
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Manufacturers of

Flour Mill, Elevator and Transmission Machinery

WINNIPEG, CANADA





Consider  
the economies  
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can be introduced  
by  
making

## *Western Electric Inter-phones*

a vital part of the  
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Consider an organization with eight department heads. Each of them consumes not less than an average of fifteen minutes per day in trips to other departments. At the rate of \$1.00 per hour, this amounts to a loss of \$600.00 a year.

The average cost of installing a complete eight-station Inter-phone system is approximately \$40.00 per station, or \$320.00. The fixed annual charges, such as inter-

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Is there a better producer of economy and efficiency?

Inter-phones are made in three styles—wall, desk and hand set types—to meet every possible condition of service—from two to twenty-four stations.

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Manufacturers of the 7,000,000 "Bell" Telephones

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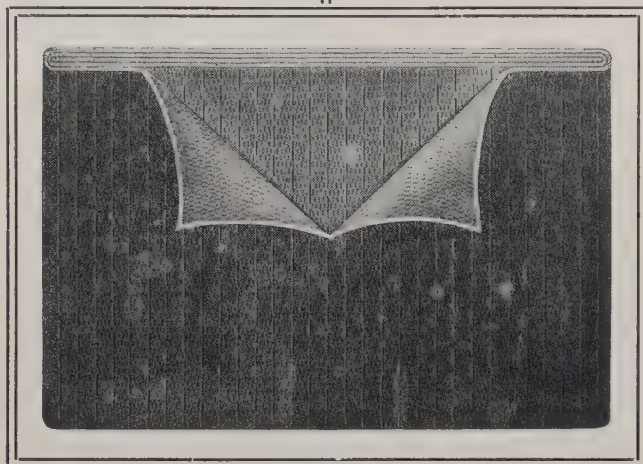
**EQUIPMENT FOR EVERY ELECTRICAL NEED**

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"DO IT ELECTRICALLY."



## A Special Belt for Elevating and Conveying Grain



# "REXALL"

### DOUBLE-STITCHED BELTING

Installed — will mean ECONOMY  
to you — BECAUSE —

1. Plies *cannot* separate.
2. Edges *cannot* ravel.
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4. No deterioration like in rubber.
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4. Costs less than rubber and lasts twice as long.

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**OLDEST** and largest manufacturer of  
Rubber Belting for conveying and  
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### Galvanized Steel Baskets

are very desirable for carrying coal and grain as they are light, dustproof, smooth on the bottom and have heavy rope handles that fit the hands.

Sides have deep corrugations, two plates forming "Double Bottom" are riveted to side and all seams soldered.

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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 200 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

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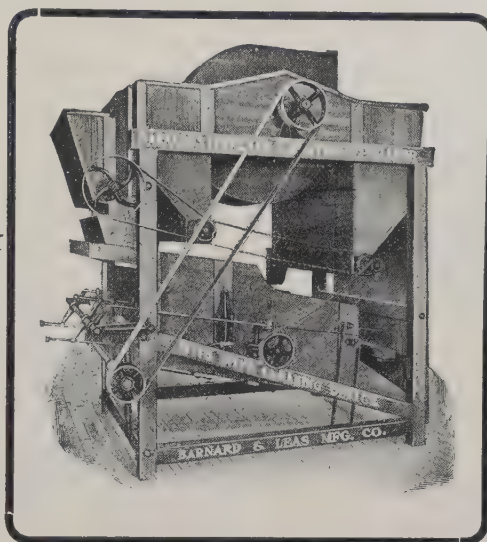
### GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.





# Grain Cleaning Machinery



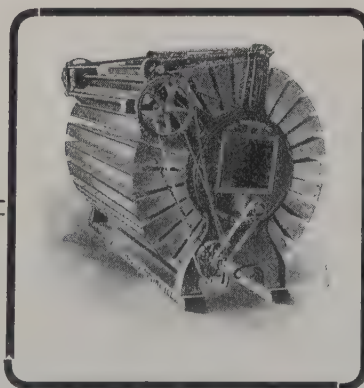
We build or furnish everything for Grain Elevators and Warehouses.

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

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**MILL BUILDERS AND  
MILL FURNISHERS**

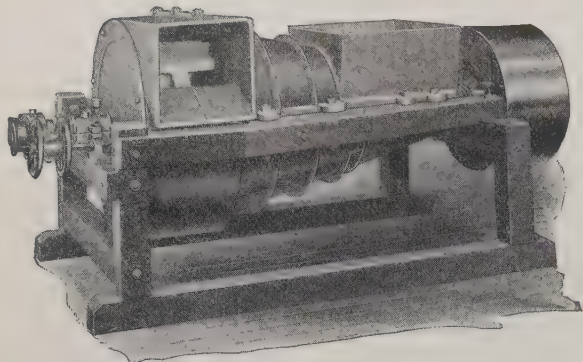
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





## U. S. Corn Sheller

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### Unsolicited Testimonial

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We commenced taking corn this week and have shelled a few cars and find the sheller *is some sheller.*

Very truly yours,  
H. G. REED & CO.

*It will please you, too. Try it.*

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When anything breaks down  
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Send to the

**Grain Dealers' Supply Co.**

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**Machinery and Power Transmission**

WE HANDLE

**EVERYTHING**

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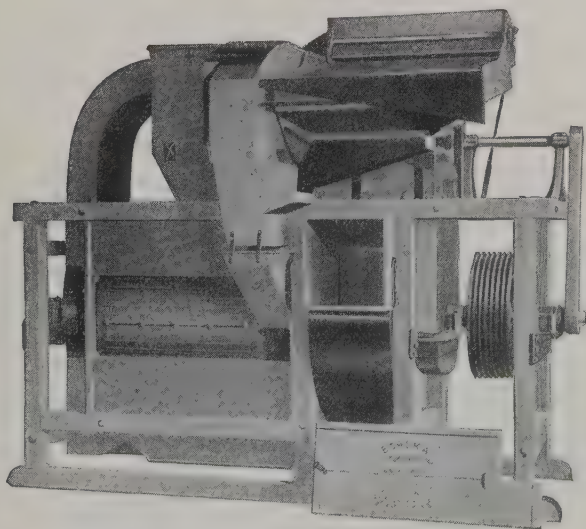
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“EUREKA”

BALL BEARING

## OAT CLIPPER

With Automatic Clipping Regulator



**HEAVY DUTY CONSTRUCTION**

It cuts the Cost of power in two.

## Weather-Beaten OATS

at a cost of  $\frac{1}{2}$  to  $\frac{3}{4}$  c per bushel for shrinkage and clipping, can be so improved by this machine that they will yield the dealer from 4 to 6c more per bushel.

*Here's a golden opportunity for you!*

The  
Sign of  
Quality



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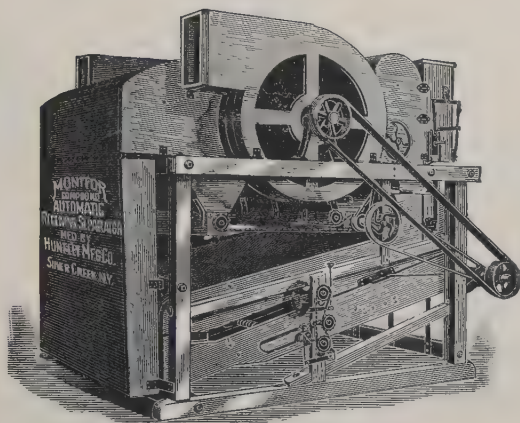
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## Receiving Cleaners

For all kinds of receiving cleaning work



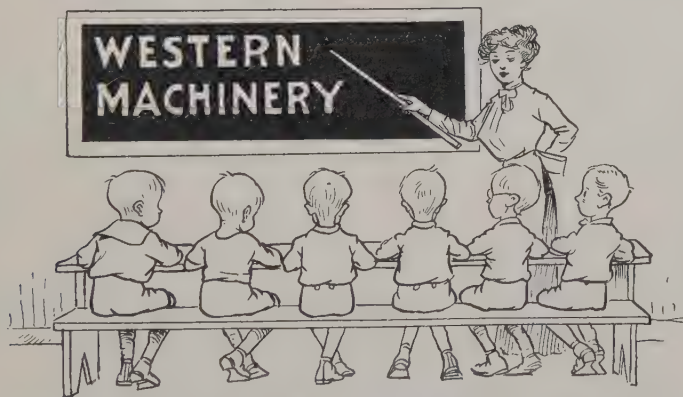
THE STANDARD BY WHICH  
ALL CLEANERS ARE JUDGED

—As any prominent grain  
dealer will tell you

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AKRON, OHIO—A. S. Garman  
OWEGO, N. Y.—J. H. Foote



IF the curriculum of the public schools contained a study on the handling of grain, the name "WESTERN," as applied to elevator machinery, would be as familiar to every child in the land as is the name of Alexandria Euclid. Every blackboard in every "little red school house" in the country would have "Western Machinery" chalked on it for the edification and instruction of the children. "Western" machinery is the last word in mechanical genius, so far as handling grain is concerned. It is in a class by itself.

## WESTERN SHELLERS AND CLEANERS

For more than forty years we have been laboring toward the perfection of these machines until we have reached the point where we have every factor in our favor! Their capacity is the largest, their construction the most durable, their arrangement the most convenient, their operation the simplest, their service the most efficient, and last—THEIR COST OF INSTALLATION THE LEAST!

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UNION IRON WORKS, Decatur, Illinois



**ARE YOU WONDERING  
What Manlift To Buy?**

If so, we want you to investigate the quality and service that's found in the

**NEW ERA MANLIFT**

Equally as good are our  
HAND ELEVATORS  
POWER ELEVATORS  
INVALID HOISTS  
DUMBWAITERS  
BOX HOISTS, ETC.

Write for prices when needing anything in our line

**Sidney Elevator Mfg. Co., Sidney, Ohio**

Mention this paper.

**The Van Ness Safety  
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by  
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Construction Company**  
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**SUCCESS  
SAFETY MAN LIFT**

ATTENTION,  
ELEVATOR CONTRACTORS!

Write us for our Special  
Proposition for 1913

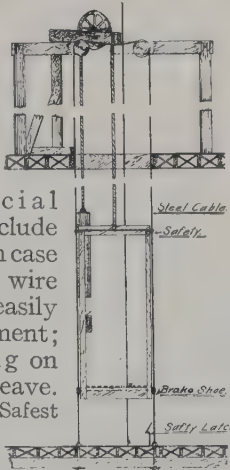
DO IT NOW

**HASTINGS**

Foundry & Iron Works  
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**The BIRD CABLE GUIDE  
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Costs no more than others and can be installed at one-third the expense. Special features include safety device in case of accident; wire rope guides easily kept in alignment; ball-bearing on main top sheave. Put the best and Safest manlift in your elevator. Write



**C. E. BIRD & CO.**  
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**Your Opportunity**

is here. Now is the time to let the elevator man know you want his business. Advertise in the

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If you only knew the many advantages to be had by equipping your mill or elevator with a

**WOLF EMPLOYES ELEVATOR**

you would order one before night. Ask what the advantages are. Write TODAY.

**THE WOLF COMPANY**  
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**The BERNERT****Pneumatic Grain Conveyor  
and Elevator**

For car-loading, conveying and elevating.

It will transfer around angles.

It will not produce chaff, crack or bruise any grain or corn.

Positive force feed ahead of the fan, no matter how light the material to be transferred.

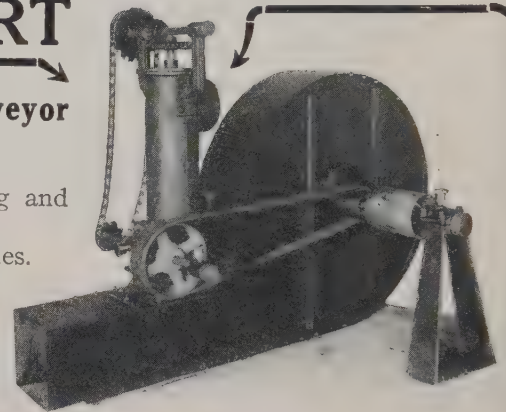
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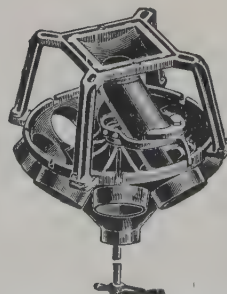
**HALL SPECIAL  
(Elevator Leg)**

**Costs less.**

**Operates the best.**

**Earns more**

Logical reasons are convincingly told in Circular F.



The Government gradings of grain make the **HALL SIGNALING DISTRIBUTOR** more valuable than ever. More bins will be the tendency; more valuable the space; more important its utilization.

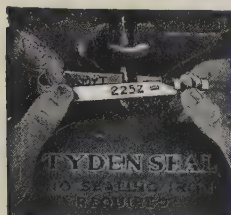
The **HALL** utilizes automatically every inch of bin space, and delivers every kernel of each grade into its proper bin.

This is one of the beauties of this perfect device.

**HALL DISTRIBUTOR CO., 222 Range Bldg., Omaha, Nebr.**



## This is the Car Seal



adopted by U. S. Government, a majority of Railroads, and 5,000 Shippers. The

**Tyden Car Seal** should be yours.

Stop losses and increase your profits. This way is SURE.

Free samples. Write NOW.

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## FREE TRIAL OF

Before buying a car loader take advantage of this liberal offer and order a "BOSS" Car Loader AT ONCE.



**Drop a Card RIGHT NOW!**

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## The Automatic Dump Controller

Simple  
Durable  
Automatic  
No gearing  
Saves wagons  
Easily attached  
Out of the road  
Self lubricating  
Hundreds in use  
Pleases your trade  
Does not affect sink room  
Stops repair bills on wagons  
Can be attached to any drop dump



Satisfaction Guaranteed

For descriptive circular and list of users

Write **L. J. McMillan**

Board of Trade Bldg. Indianapolis, Ind.

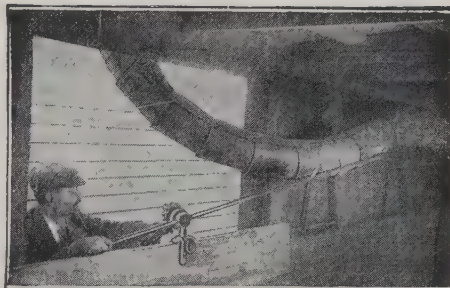
## The Englehart Flexible Spout Holder and Carloader

Every Elevator Should Have One

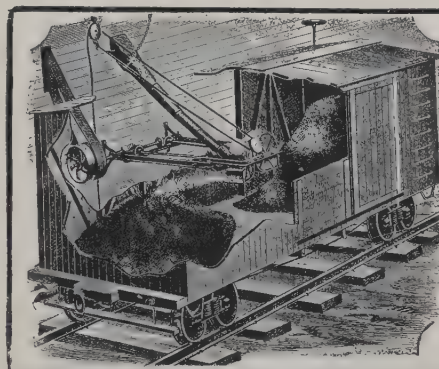
Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. Hundreds in use. Fully guaranteed. Write now for descriptive matter and references. Agents wanted.

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## 9,000 BUSHELS PER HOUR

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

## The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

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## Your Elevator's Wants Are Supplied in These Columns

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**is the best labor saving and money-making device every elevator operator can install**

A Mattoon Car Loader fills any car to full capacity without any shoveling or work in the car.

The spout, continually traveling in half circles, gives an even distribution of grain and does not lodge the light grain and dirt in the center of the car as is common in the use of gravity spouts and other automatic car loaders. Carried off through dust spout.

The grain passes through a powerful and cool air current and is cleaned and cooled before entering car.

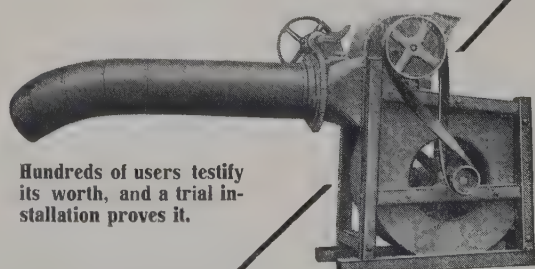
The grain is blown ahead of the draft, and not forced out by the pressure of the fan blades, hence cracked or milled grain is impossible.

The Mattoon Car Loader and Pneumatic Cleaner loads more grain faster, better, easier and cheaper than any other car loader manufactured.

It is the most practical, simple and durable machine of this kind on the market.

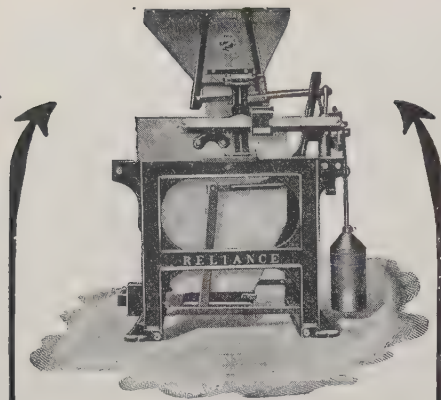
Write today for list of users and catalog

**Mattoon Grain Conveyor Co.**  
**Mattoon, Ill.**



Hundreds of users testify its worth, and a trial installation proves it.





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AUTOMATIC SCALE built to last a lifetime of Service. Reliability, accuracy and ease of installation account for its unusual popularity among Grain men.

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(Sold with or without Elevator)  
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

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So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

**Grain Dealers Journal,**

315 So. La Salle St.  
CHICAGO, ILL.

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This has all been made possible by the continued appreciation of the **Richardson Automatic Scale** by our many friends and patrons. We want to express our thanks.

The Richardson patent Automatic Scale has a successful record dating back one quarter of a century. It's the

## STANDARD

Get our books on accurate weighing in Terminal and Country Elevators. They are free for the asking.

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Our "Aurora A" is a full size 2 bu. 16 oz. cotton seamless sack—strong and durable—and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices Why not "Hindoo" Jute Twine for tying?

MILWAUKEE BAG CO.,

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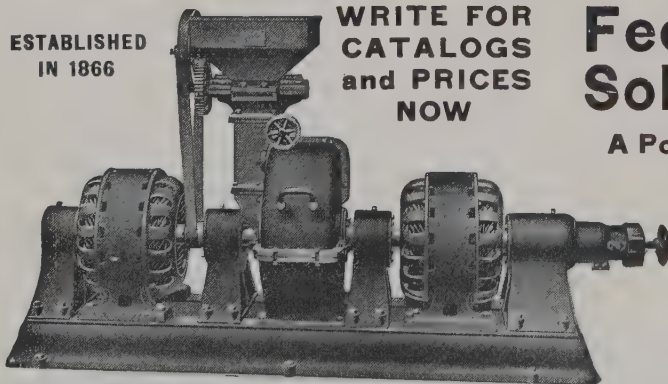
# "Monarch" Ball Bearing

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WRITE FOR  
CATALOGS  
and PRICES  
NOW

## Feed Grinders will always Solve All Your Troubles.

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"Monarch" Ball Bearing Direct Motor Driven Attrition Mill  
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

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that we make Direct connected electric motor, as well as Belt Driven Ball Bearing Double-head or Single-head Feed Grinders and Corn Crackers, Our Specialty  
You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

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are used largely in Canada and all over the world for weighing grain. They are the **Standard**.

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These are some of our big orders. Ask for a complete list of users.

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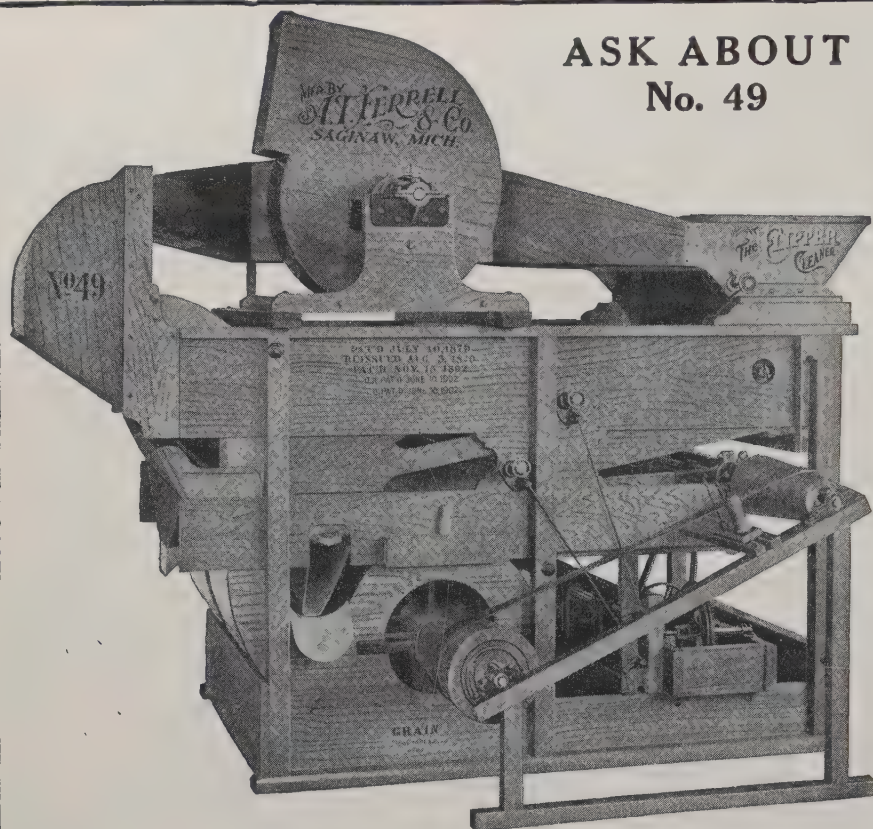
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### Thousands of local elevators are using the "Clipper"

Thousands of local elevators are using the "Clipper," because of its economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. No other cleaner has equaled the fine separations of the "Clipper." No other of medium price is as well adapted for this class of work.

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#### Wheat, Buckwheat, Barley and Timothy

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

**GRAIN DEALERS JOURNAL**

315 S. La Salle Street CHICAGO, ILL.

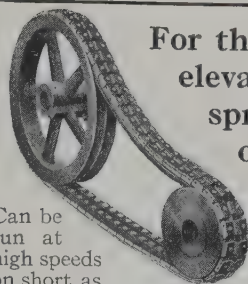
### Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flax-seed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

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### Peerless-V-Belt

Can be run at high speeds on short as well as long centers, and are noiseless in operation, also requires no lubrication.

Not affected by moisture, dust or grit.

Slippage is avoided by the utilization of the wedge principle.

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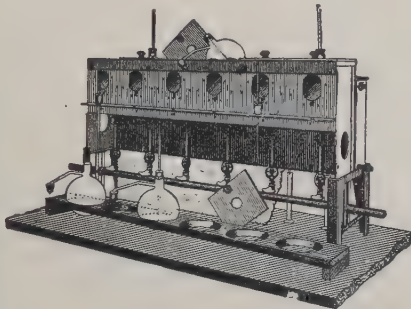
in the testing of corn are very essential, both to the receiver and shipper.

Corn that meets the required grades brings the best of prices—that is what you want.

For accurate and reliable moisture tests use the

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as designed and approved by the U. S. Department of Agriculture.



They are easily installed, owing to their simple construction; are operated at small cost, and the service they render is invaluable. "They are the personification of Efficiency."

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DEPARTMENT OF SEED APPARATUS

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Live weevil plus a little Fuma equals dead ones every time.

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### FUMA

The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

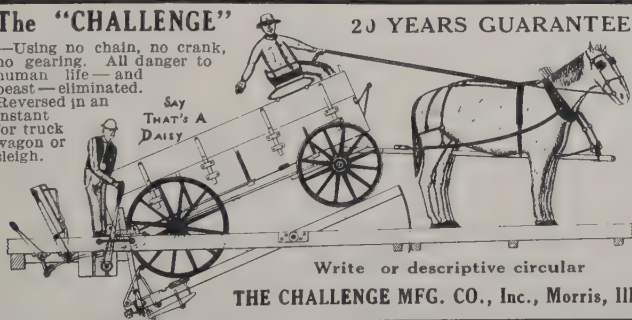
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20 YEARS GUARANTEE

—Using no chain, no crank, no gearing. All danger to human life—and beast—eliminated. Reversed in an instant for truck wagon or sleigh.

SAY  
THAT'S A  
DAISY



Write for descriptive circular  
THE CHALLENGE MFG. CO., Inc., Morris, Ill.

## YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the  
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### The Gerber Patent Flexible Chain Telescope Car Loading Spout



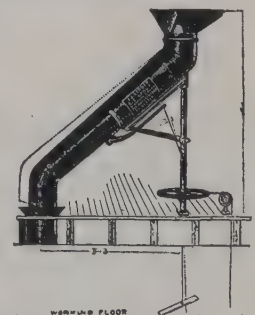
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

### The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

FOR SALE BY

**J. J. GERBER, Minneapolis, Minn.**



### Congress and Rural Credits.

In delivering his annual message at the opening of Congress, President Wilson promised that he would later deliver a special message on rural credits. Last spring a special commission, numbering some 125 men, went to Europe to investigate the systems of rural credits in operation there. This commission is now prepared to submit its report, and the information it gives undoubtedly will exert a guiding influence in the drafting of whatever laws Congress sees fit to enact.

This commission holds that the farmers should have the opportunity of borrowing money at very low rates, offering their lands, as security. To bring this about, it would authorize the establishment of special non-deposit land mortgage banks. These banks would be empowered to issue mortgage bonds secured by farm lands. It would not permit these banks to charge the farmer more than 1% over what it received from the purchaser of its bonds. It would encourage the creation of co-operative banks. It would permit the land bank bonds to be used as security for postal savings deposits, as a legal investment for the savings departments of national banks, for trust funds in charge of United States courts, for sinking funds and insurance reserves. It would make both the capital stock of these banks and their bonds exempt from taxation. It would thus greatly widen the market for these bonds; and by increasing their attractiveness to investors, it would reduce the rates of interest and enable the farm owner to obtain money at extremely low rates. This will not help the tenants who till most of the farms.

The above suggests what Congress may do. The hard thing to discover is why Congress wants to pass any legislation on rural credits. As it is well known, the administration is the friend of the farmer. It is determined to give him everything he asks for; now it goes a step further and gives him some-

thing before he asks for it. Very little of the present agitation for a rural credit system originates from the farmers. It is mostly the product of the politician and the self-appointed expert.

In the first place, the farmer has little ground for complaint on the score of credit facilities, except in the South. The farmer receives as much, in fact more consideration than the merchant or the city property-owner possessing equal security. Farm mortgages are a highly attractive form of investment and are eagerly sought by state and private banks. Farmers generally have realized that in the matter of loans they are as well treated as any other class.

It becomes a serious question whether Congress can do anything in the matter of rural credits without enacting class legislation. That body has no more right, by granting special favors and exemptions, to increase the market value of farm mortgages than it has to grant similar favors and exemptions to the bonds of the United States Steel Corporation to enhance their market value. Furthermore, the farmer is no mendicant. He demands from Congress only equal treatment and equal protection. Our national assembly has for over a century granted special protection to our "infant" industries. It has tried to break away from that custom; but it now seems determined to create an "infant" agriculture which it can coddle.

Assuming that Congress will be able to devise means for giving the farm owner abundant cheap money, the grain man is naturally interested in figuring how it will affect his business. It will make the farmer a bigger speculator than he now is in both land and farm produce. It will reduce the rush movement of farm produce at harvest time. A larger number of farmers will hold their crops for higher prices. When the markets rise, there will be more farmers rushing their grain to market; and the elevator owner will find himself liable to be flooded with grain at any time of the year.



### INTERNATIONAL SPECIAL DAIRY FEED

is much lower in price than ordinary grain feed and is actually worth \$10.00 more per ton for dairy use. Guaranteed analysis: 15% protein, 4½% fat, 12% fibre and 50% carbohydrates.

**International Climax Molasses Feed** is the best and cheapest feed you can buy as a substitute for mill feeds, or for mixing with other feeds of a higher protein content. Guaranteed analysis: 12½% protein, 4% fat, 12% fibre and 55% carbohydrates.

It will pay you to push the sale of International Molasses Feed on account of high quality combined with low price. These feed sell on sight and are repeaters wherever sold. Write us now and secure sole agency for your vicinity.

### INTERNATIONAL SUGAR FEED COMPANY

Mills at Minneapolis and Memphis

MINNEAPOLIS, MINN.

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in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

### RAILROAD CLAIMS BOOK

is designed to facilitate the making of claims against railroads and keeping a complete record of claims filed. Form 411-5 contains 100 originals and 100 duplicates of five different forms, arranged so that a carbon copy can be kept of each claim, as follows:

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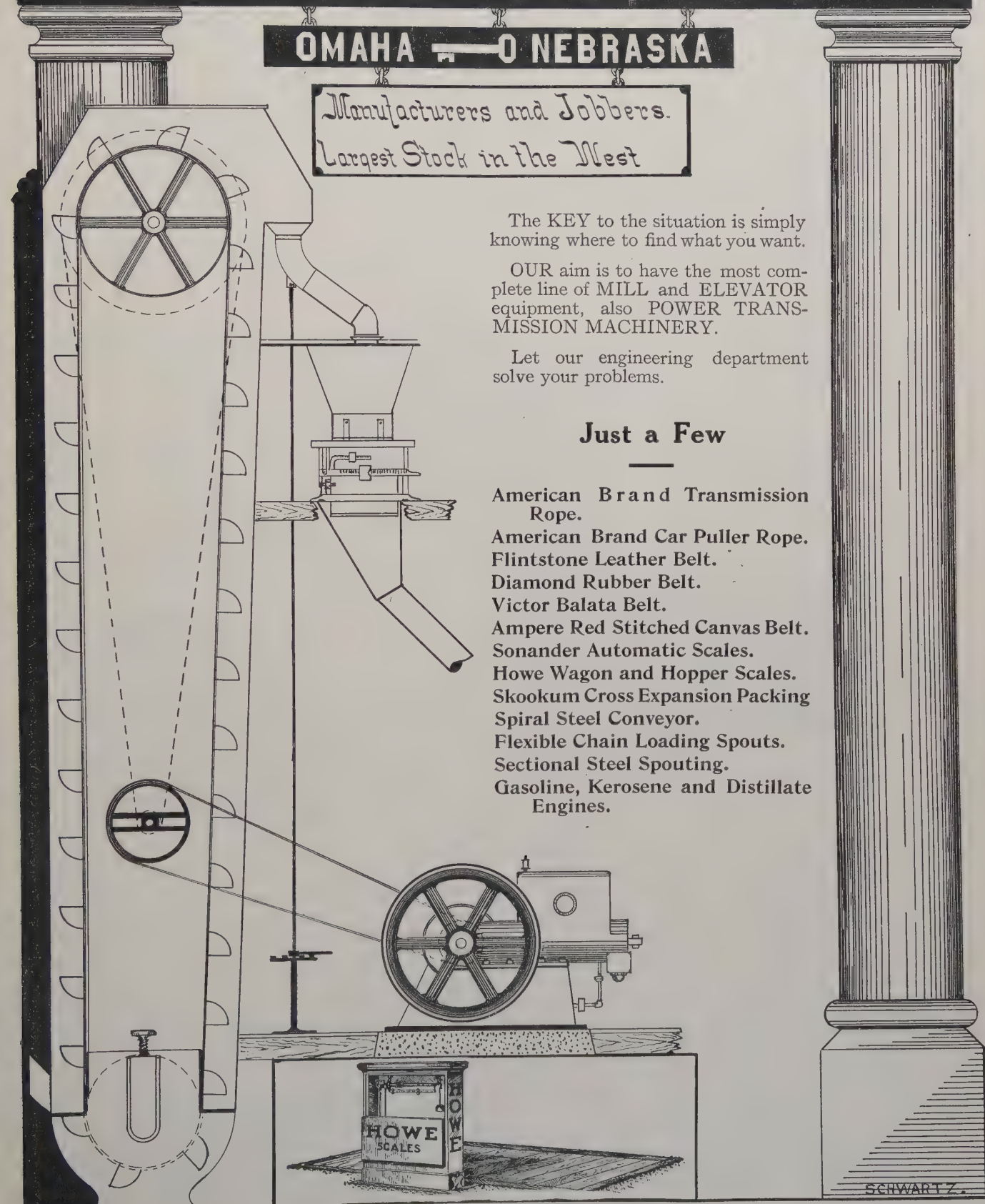
Skookum Cross Expansion Packing

Spiral Steel Conveyor.

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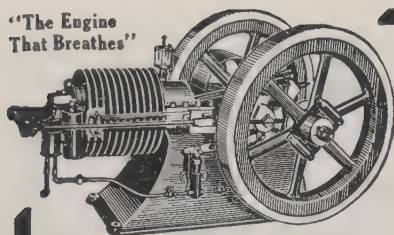
Gasoline, Kerosene and Distillate Engines.



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"The Engine  
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## Zero Weather Does Not Affect The Gade Air Cooler

THE GADE is the only successfully AIR COOLED engine on the market. Having eliminated all out-side cooling devices The GADE is in a class by itself. GET THIS TROUBLE PROOF ENGINE for your elevator and you will have a reliable, medium priced engine that will work for you 365 days every year on ONE THIRD LESS GASOLINE than any other engine on the market. Cannot be overheated under full load regardless of length of time in continuous use. Real FIVE YEAR GUARANTEE. We have thousands of satisfied elevator men who have used this engine for years. Get the benefit of their experience. Write at once for complete descriptive folder describing this WONDERFUL ENGINE. We have a special proposition to make Elevator men.

**GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa**

## LAUSON AND FROST KING

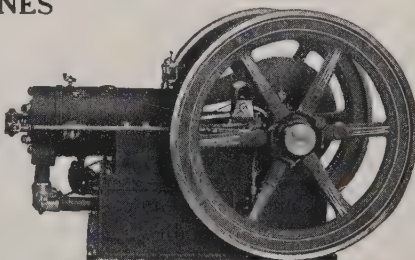
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The Engine with a Rotary Built-in Magneto and no Batteries. Do you realize how much time and money this saves you during the year?

An Engine of Quality, guaranteed against defects at all times. Gives the user entire satisfaction. Built in sizes from 2 to 50 H.P.

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## Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

## Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

## Roll Corrugating and Grinding

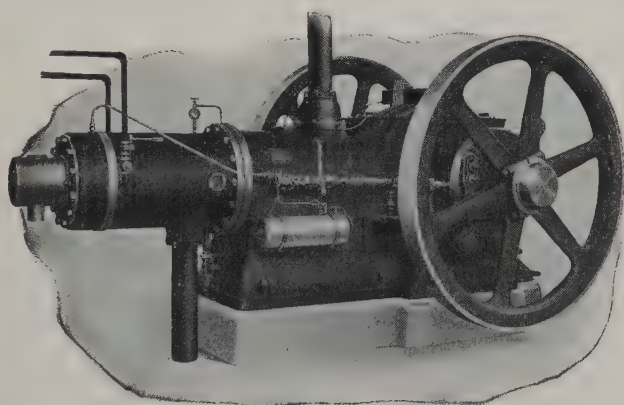
The best work—quick service.

Write us for Catalog and Prices  
on anything you need.

*The*  
**Strong-Scott Mfg. Co.**  
MINNEAPOLIS, MINN.

Northwestern Agents for

**Invincible Grain Cleaners,  
Richardson Automatic Scales,  
Knickerbocker Dust Collectors**



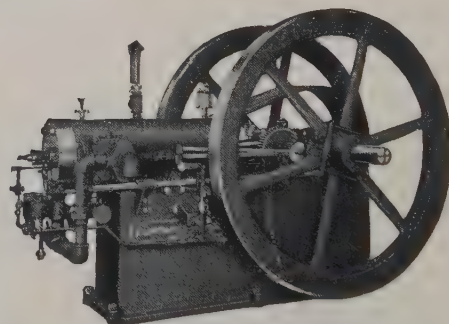
## THE MUNCIE OIL ENGINE IS A REVOLUTION MAKER

AN ENGINE OPERATOR in Illinois revolved a Muncie Engine fly-wheel one-half revolution backwards. THAT ENGINE STARTED AND DID NOT STOP FOR 117 DAYS or about 4 MONTHS. During this time the engine fly wheels made 42,120,000 REVOLUTIONS. A point on the rim traveled 150,000 MILES, or had the fly wheels been rolling on a straight track encircling the earth that engine would have made 6 COMPLETE TRIPS AROUND THE WORLD—WITHOUT STOPPING—WITHOUT A REPAIR—WITHOUT CARBONIZING, operating on crude oil direct from the wells. This single run is equivalent to 10 Months Commercial Work or Two Seasons' Irrigation Pumping. Many Muncie Oil Engines, out of thousands in operation, have equally as good records. LET US CONVINCE YOU. Write for 60 Page FREE Book, "POWER PROBLEM SOLVED."

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Give Reliable Power and  
Use Low-Priced Fuel

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Form 380 Record of Wagon Loads Bought } PRICE, \$3.00  
Form 385 Record of Car Loads Shipped }  
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



# Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market as the presence of either lessens the value of both.

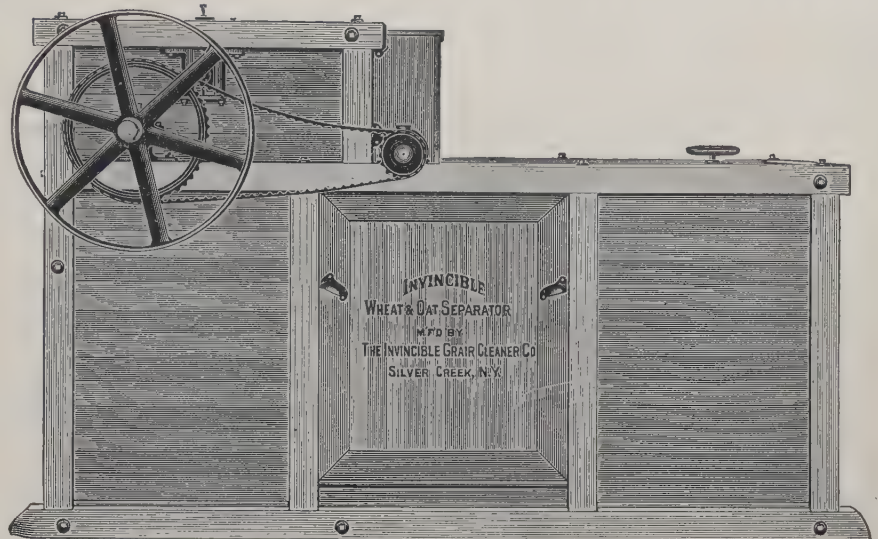
Hence, every elevator should have an

## Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



Write for prices and further particulars to

## INVINCIBLE GRAIN CLEANER CO.

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J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

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**DONT PAY TWO PRICES for a Friction Clutch**

Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

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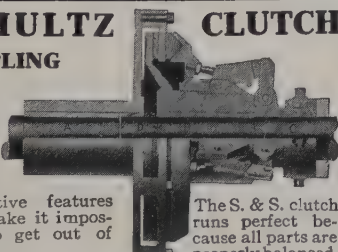
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Dust Collecting Systems for your elevator.

**CYCLONE Dust Collector**

for your cleaners.

Complete slow speed dust collecting systems installed on modern plans and guaranteed.

*Write today for further information.*

**Cyclone Blow Pipe Co. CHICAGO**





**Don't Waste Wind**

*It costs money to produce an air current with a fan.*

*What's the use of having the air current double back and choke itself.*

**The New "1905" Cyclone Dust Collector**

**SAVES THAT WASTE**

**The Knickerbocker Co. JACKSON, MICH.**

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This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9x11 inches. Printed on good paper.

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GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.



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## WE MANUFACTURE

Quality Grain Elevator Machinery, and have for quick shipment stock for fifty houses.

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Buckets, Bolts, Belting, Shafting, Hangers, Transmission Rope, and in fact everything going into an elevator. : : :

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If You Want

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That gives you Service, let us quote you  
Prices or,  
Better Still, Send us a TRIAL ORDER



# "Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**ELEVATOR FOR SALE** at a bargain; 25,000-bu. cap. Flour and coal business. Good grain locality. First class opportunity for right man. Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

**FOR SALE**—Elevator fully equipped and operated daily, also large lumber shed, both to be wrecked and removed within 60 days. Anyone interested write for further particulars. John Murray, West Jefferson, O.

**ILLINOIS** elevator for sale on I. C. R. R., 25M capacity; in good farming section; handle from 175,000 to 200,000 bus. annually; no competition. Also a five-room house and one acre of land. Address Illinois, Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Elvtr. located on Vandalia Ry.; 6M bus. capacity; cribbed bins; 1 car corn dump; 1 shelled grain dump; corn sheller and cleaner; wheat and oats cleaner; feed grinder; bins for 100 tons coal; flour, feed and salt. Price, \$2,000. Address North, Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Indiana elevator, twelve thousand capacity, on the Erie R. R.; good location; only one in town; nearest competition four miles one way and eight others; good business; handle coal, flour, feeds, salt, cement and tile; must sell on account of other business. Price \$5,000 if taken soon. Address L. J. L., Box 1, Grain Dealers' Journal, Chicago, Ill.

**FOR SALE**—17M elevator at Isabel, S. Dak., on C., M. & St. P. Ry., built three years; strictly modern in every respect. Price \$5,000. 40 miles to draw from and only elevator in town. Doing a good feed business. Reason for selling am in cattle business and need the money. Address Rail, Box 1, Grain Dealers Journal, Chicago, Ill.

**CENTRAL ILLINOIS** elevator—20M capacity; in one of the best corn and oats sections of state, town of 1,600; annual business 200,000 bus. Equipped with two dumps, two legs, automatic scale, electric power. Own land and switch. Free switching facilities to three roads. No car shortage. Address F, Box 5, Grain Dealers Journal, Chicago, Ill.

**CENTRAL INDIANA** elevator with residence and two acres of land for sale. Good business in all grain; in exceptionally good wheat belt. Will handle 10,000 bu. clover seed this year. Handles coal, cement, flour, salt, sewer and rain tile and seeds of all kinds. Two railroads; town of 1,800; a bargain if taken within 60 days. Easy terms. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

**ALL OR HALF** interest for sale or trade—Elevator, coal and implement business in Western Ohio on Big 4 R. R. Town about 1,200; 2 good banks; splendid farming community; elevator has about 20,000 bu. capacity; in good repair; one competitor, but this is much the largest house. Implement house 40x80 feet with three floors; 2 room office; 2 room flour and feed house; coal bins; barn, all situated on 2 acres ground on main street of town. About \$3,000 stock of implements. Good implement, coal and feed business. Also considerable fertilizer and flour sold. Live party can do an enormous business here. Will take good Indiana farm for part. Address Rare, Box 9, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**FOR SALE—NORTHERN INDIANA**, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

**GOOD KANSAS** grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

**NEW MODERN** 12,000 bu. elevator for sale at Waverly, Mo., on Mo. P. Ry. Address W. A. Genthner & Co., Waverly, Mo.

**OHIO** elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

**FOR SALE**—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE**—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

**FARMER'S ELEVATOR** for sale, Voss, N. D., 30,000 bus. cap.; fully equipped. Price \$3,500. Must be taken at once. Address Frank J. Karnik, Voss, N. D.

**FOR SALE**—8,000-bu. iron-clad elvtr. in N. E. Kans.; doing a good business in grain and feed; reason for selling, other business. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

**KANSAS** elevator for sale, Marshall Co. Has sheller, cleaner, hopper scale, gasoline engine, cob house, office and scale. No trades. Address S. C. H., Box 10, Grain Dealers Journal, Chicago, Ill.

**IOWA ELEVATOR** for sale, in best grain section of the state. Good competition and a big crop to handle. Always a money-maker. Address Bell, Box 5, Grain Dealers Journal, Chicago, Illinois.

**FOR SALE**—Two elevators in Southern Wisconsin. Feed business in connection. Average net profits last seven years, 25%. Address Wisconsin, Box 12, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Elevator and corn mill. Buildings and machinery are modern and in good condition. No elevator within 180 miles; large amount of grain and grain products consumed in surrounding territories. Write for further particulars. Alexandria Mill & Ele. Co., Alexandria, La.

**CENTRAL INDIANA** elevator 12M-bu. house on Wabash R. R.; 3 stands of elevators, automatic scales; 2 dumps; steam power; all in good repair. 5 new coal sheds; warehouse 20x56, and lumber sheds. Address J. M., Box 1, Grain Dealers Journal, Chicago, Ill.

**FOR SALE AT A BARGAIN**—Elevator, 9,000 bu. cap.; hay, grass seed and potato business in connection. Also good house, barn and out-buildings with 5 acres of land, 5 blocks from elvtr. Net yearly profit \$3,000.00. Reason for selling, wish to retire and go to Florida. Address Florida, Box 1, Grain Dealers Journal, Chicago, Ill.

**CASS CO., N. DAK.**, elevator for sale; 30,000 bu. cap.; in the best of repairs; a new large cap. Fosston cleaner; 10 h. p. engine. Last season I handled over 200,000 bushels. Good stone foundation; new coal shed cap. 160 tons. Have sold 240 ton in 40 days. Must sell on account of my wife's health, am offering at a sacrifice. Price \$5,500. Address I. J., Box 9, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**IOWA**, 40,000 bu. cribbed elevator for sale. Handled 300,000 bu. last season; coal, feed, tile and silo business in addition. Also 10,000 bu. corn crib and bins for 200 tons coal. Elevator equipped with dumps, corn sheller and cleaner, grain cleaner, Avery automatic scale; new 12-horse International gas or kerosene engine. Address John Ristvedt & Son, Paton, Iowa.

## ELEVATORS WANTED.

**I HAVE** 160 acres of Kansas wheat land to trade for elevator or town property. Address John Pearson, Preston, Nebr.

**I WANT** to buy or lease a modern elevator in Montana, North or South Dakota. Give location, price and full description first letter. Address N. D., Box 12, Grain Dealers Journal, Chicago, Ill.

**192 ACRE FARM**, ½ mile Hamilton, Ohio, 9 room brick house, 8 room frame house, 2 bank barns, one 40x90 and one 36x50. Good orchard; to exchange for elevator. Address Union, Box 1, Grain Dealers Journal, Chicago, Ill.

**640 ACRES IN ARTESIAN VALLEY**—Two miles from Mead, county seat of Mead County; 200 acres in alfalfa, 70 acres in wheat, 200 acres for spring crop, balance pasture; good 9-room house, good barn and outbuildings; 4 flowing Artesian wells, 20 acres alfalfa, fenced hog-tight; best of soil; price \$45.00 per acre. Owner wants grain business and will trade for elevators. Box 22, Hutchinson, Kansas.

## SITUATIONS WANTED.

**WANTED**—Position, manager and bookkeeper; have 5 years experience. Address W. Box 1, Grain Dealers Journal, Chicago.

**WANTED**—A position as manager of Farmer's elevator; have had 12 years experience in the independent grain business. C. L. Broderson, Upham, N. Dak.

**WANTED**—Position as lumberman or elvtr. mgr., experienced and best of references. Prefer Iowa or Ill. Address Pierre, Box 1, Grain Dealers Journal, Chicago, Ill.

**WANTED—POSITION** as elevator foreman, five years experience; best of references as to character and ability; must be good pay. Address G. C., Box 1, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Management of Farmer's Lbr. yard in North or South Dakota. Can give good references from former and present employers. Address Ford, Box 1, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** with Line Co.; 20 years experience. Can give good reference; employed at present, but want to change and prefer old Line Co. Address Ben, Box 1, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as mgr. of elevator, by young man; 8 yrs. experience; familiar with all phases of business; can handle any engine. Good references. Address V, Box 1, Grain Dealers Journal, Chicago, Ill.

**WANTED** a position as manager of an elevator Co. Have had five years experience in buying and selling grain, coal, flour and feed. Have had experience in running all kinds of elevator machinery. Have had seven years experience in bookkeeping. Can give bond and best of references. Will take position with Farmers Ele. Co. or Line Co. Address Louis, Box 1, Grain Dealers Journal, Chicago, Ill.



## HELP WANTED.

**EXPERIENCED GRAIN ELEVATOR** managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

**WANTED**—A pushing and reliable man, well up and introduced in The Seed Trade, to act as agent for the sale of Clover seeds (Red-Crimson Clovers, Alfalfa, etc.), in the United States, for a well known European firm. Address R. L. F., Box 12, Grain Dealers Journal, Chicago, Ill.

## LOCATION WANTED.

**INDIANA**—Wanted good location to build up-to-date elevator. Must be in good medium sized town. Give all particulars in first letter. Address Row, Box 1, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**IF YOU WISH** to sell your elevator promptly and quietly, write me, giving full particulars. Address Jas. M. Maguire, Campus, Ill.

**YOU CAN SELL YOUR ELEVATOR** for cash or transfer farms or other properties through our system. If interested write us. Black's Business Agency, 21 Main st., Durand, Wis.

**CASH FOR YOUR ELEVATOR**, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Illinois.

## MILLS FOR SALE.

**FOR SALE** or trade for income property or land, a nice 50-bbl. steam roller mill and 10,000 bu. elevator. Address S. Box 9, Grain Dealers Journal, Chicago, Illinois.

**FOR SALE**—75 bbl. roller mill with 3 acres and Miller's house at private sale. If not sold by Jan. 20 will sell at Public Sale about Feby. 10, 1914. Calvin Hay, Berlin, Pa.

## SECOND-HAND BAGS AND BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

## MOISTURE TESTERS.

**FOR SALE**—One six burner Hess Corn Tester complete with a Hess Balance. Has been used once, and is in good order, clean and new. Have no further use for same. Address Jesse Lowe, Beardstown, Ill.

## THE EXPERIENCE OF OTHERS

### GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of Firm .....

Capacity of Elevator ..... Post Office .....

..... bus. State .....

## BUSINESS OPPORTUNITIES.

**WANTED**—information regarding good elevator or mill for sale. Send description and price. Northwestern Business Agency, Minneapolis, Minn.

**FOR SALE**—A stock of mdse. in small town, doing good business, a paying proposition. Address Mdse. Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—½ interest in seed store in one of the best territories in the U. S. Owner wishes to retire. \$125,000 to \$150,000 business annually. Address Kirk, Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—An old established, N. W. Indiana grain, hay and coal business. New up-to-date elevator, capacity 20,000 bushels; hay storage 40 cars; 1¼ acres land. No competition. Love Brothers, Leroy, Ind.

## RECEIVER'S SALE

A grain and milling property consisting of buildings, electric motor and new milling machinery unset. This property is located at Malvern, Iowa, and is accessible to Wabash and C. B. & Q. railroads. For information write

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N. S. Genung, Glenwood, Iowa,  
Receivers.

## DYNAMOS—MOTORS.

**DYNAMOS AND MOTORS**, second-hand and new. Also expert repairs. Guarantee goes with all machines and repairs. Let us quote you our prices. Northwestern Electric Co., Chicago, Ill.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamus—Motors" columns of the Grain Dealers Journal, Chicago.

**WE HAVE** the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.



## MACHINES WANTED.

**WANTED**—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

## BUILDING MATERIAL.

**FOR SALE CHEAP**—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

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### Mt. Pelee --- Thick Vein Hocking from Nelsonville

good size, fine burning, no soot, quick delivery in flat bottom cars.

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—an ideal coal, all purposes—2 in. Lump, 4 in. Lump, 4x2 in. Egg Hoppers must be taken for quick shipment.

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Takes the place of Pocahontas or New River, Never more than wood brown smoke, Holds fire as well as any coal mined, Clean burning and low ash, Shipped in 2 in., 4 in., and 4x2 in. Egg, Handles with little slack or breakage, Hoppers must be taken for quick shipment

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**Plymouth Red and White Ash**  
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**FOR SALE**—One new Richardson oats separator, No. 5. Will sell at a bargain; this machine has never been uncrated. Address A. Schlientz, Brookville, Ohio.

**AT A BARGAIN**, Roberts alfalfa mill machinery; complete; nearly new; cap. 3 tons per hr.

1-100 h. p. Atlas engine, nearly new.  
1-100 h. p. Atlas boiler, nearly new.  
Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

### MACHINERY BARGAINS.

1 4 h.p. Gasoline Engine.....	\$75.00
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10 Belt Tighteners, each.....	5.00
600 Salem-cups, 6x16, each.....	.12
50 " 6x18 ".....	.12
600 Empire Buckets, 5x16.....	.06
150 " 6x18 ".....	.06
1 26" 6 ply 90 ft. Drive Belt.....	50.00
2 26" 3 ply 125 ft. Conveyor Belt, ea.....	50.00

All of the above are in good condition and snaps at the prices offered.

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**All Makes and Sizes of Attrition Mills.**  
16" to 24" Robinson's .....\$65 to \$120 ea.  
16" " 26" Unique's ..... 60 " 130 "  
16" " 36" Monarch's ..... 60 " 200 "  
16" " 36" Foos's ..... 60 " 200 "  
16" " 26" American's ..... 55 " 200 "  
16" " 24" Halsted's ..... 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

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The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x18 Noye, 9x18 Nordyke and Marmon; one 9x24 Northway; one 9x24 Dawson, three pair high; and 9x18 and 9x30 Hutchison; two pair high; one No. 2 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.  
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," 2 No. 7 Sullivan, etc.

Attrition Feed Grinding Mills—16, 20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.  
Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

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**FOR SALE**—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00.  
D. O. Friend, Brighton, Iowa.

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**FOR SALE**—Fine 20 to 25-h.p. two cylinder Nash engine, cost \$1,000.00, going for quick sale at \$345.00. Badger Motor Co., Milwaukee, Wis.

**FOR SALE**—1 25 h. p. gasoline engine; in good repair, manufactured in Fort Wayne. Engine can be seen at Broughton, Ohio. For further information write Axel White, Broughton, Ohio.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

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44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
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22 H. P. Fairbanks-Morse.  
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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15 h.p. Foos  
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1-500 h.p. Corliss Engine  
1-400 h.p. Corliss Engine  
1-1000 Bu. National Auto. Scale, new  
1-Bowsher Feed Mill No. 7, good as new  
1-Wilford & Nordway, 3 high Feed Roll  
1-Silver Creek Grain Cleaner  
1-36 inch leather belt, 2 ply good as new  
1-Rumley, 20 h.p., Traction Engine  
The above are in good condition.  
Three carloads of lumber cheap.  
We buy and sell all kinds of machinery.  
H. GROSS LUMBER & WRECKING CO.,  
Omaha, Nebr.

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**STEAM ENGINES OR BOILERS** for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" column of the Grain Dealers Journal, Chicago.

### ADDRESS WANTED.

**WANTED**—Present address of C. C. McPhail, of McPhail Co., formerly of Atlanta, Ga. Address F. L. B., Box 11, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Present address of R. P. Ransom, formerly in business in Nashville, Tenn., and later resided in Greenville, Miss. Address A. W. T., Box 11, Grain Dealers Journal, Chicago, Ill.

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## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## GRAIN FOR SALE.

GERMAN MILLET is our specialty and we are now in position to supply your trade with car lots or less; sample on request. D. H. Clark, Galt, Mo.

TO OFFER—White Rice Pop Corn, 1912 crop, recently shelled and winnowed. Sample upon request. Lacy Seed & Hay Co., Noblesville, Ind.

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Portland, Indiana,  
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RED CLOVER  
our specialties.

Also dealers in Alsike  
Clovers, Timothy, Mil-  
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etc.

You will find us willing to pay  
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for sample envelopes.

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Founded 1860 Milwaukee, Wis.

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WANTED—Yellow Ear Corn and Oats  
Straw. C. T. Hamilton, New Castle, Pa.

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ALFALFA CLOVERS, RED TOP, MILLETS  
BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

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WE BUY **SEEDS** WE SELL  
ROSS SEED CO., Louisville, Ky.

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We make a specialty of choice quality dry seed  
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request. Corn that will grow.

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MERCER MISSO

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Clover and Timothy Seed

Consignments solicited. Send us your samples.

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Wire or Write for Samples and Prices

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Chamber of Commerce, MINNEAPOLIS, MINN.

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**BADGER BRAND**



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and  
Seed Corn**

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Established 1865

MILWAUKEE, WISCONSIN

Pioneer Distributors of Pure Seeds

Alfalfa  
Red Clover  
Alsike Clover  
White Clover

**SEEDS**

Timothy  
Peas  
Vetches  
Rape

Always Reliable

**SEED CORN**

Best Results



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## SEEDS FOR SALE.

**FOR SALE**—Timothy seed, large or small amounts. Write for prices and sample. J. M. Schultz, Teutopolis, Ill.

**CLOVER SEED** wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

**SEED CORN FOR SALE**, either straight or mixed cars, sacked or in bulk. Get our prices before placing your order. Vermillion Seed Co., Vermillion, S. Dak.

**FOR SALE**—Kaffir corn, dwarf milo maize, black amber cane seed and feterita. First-class seed in every respect. Send for samples. The Liberal Ele. Co., Hutchinson, Kansas.

**SEED CORN YOU WANT**—Imp. Reid's Yellow Dent, Leaming, Boone County White. Also Medium Y Soybeans and Clover. E. G. LEWIS, Media, Henderson Co., Ill.

## SEEDS FOR SALE.

**FOR SALE**—Medium Red Clover, Alsike Clover, Mammoth Clover, Timothy Seed. J. W. Richards, Ferris, Illinois.

**BLACKMAN & GRIFFIN COMPANY**, Ogden, Utah, handle Alfalfa Seed. Get their prices.

**CLOVER SEED**, extra good quality, for sale in carload lots or less. Write for samples and prices. Nathan Grain Co., Fort Wayne, Ind.

**FOR SALE**—A few cars of good black amber cane seed and one or two cars of red. Inquire quick. J. P. McClure Grain Co., Fowler, Kansas.

## SEEDS FOR SALE

Located in Best Clover section in Indiana. Write for samples and prices. S. Bash & Co., Fort Wayne, Ind.

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I have 4,000 bushels Reid's Yellow Dent at \$3.50 per bushel. Orders filled as received. Clarence T. Walton, Champaign, Ill.

## SEEDS FOR SALE.

### FARM SEEDS FOR SALE

Ida Co. Yellow Dent, White King, Seed Corn, White Bonanza, Emperor William Oats, Iderbucker Barley. Write for prices and samples. Allen Joslin, Holstein, Iowa.

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### LEWIS & CHAMBERS,

Louisville, Ky., are buyers, in season, of clover, timothy, red-top, etc.

**WANTED**—Clover Seed and Clover Tallings. Bad buck-horn lots our specialty. Send fair average samples with lowest prices. C. C. Norton's Sons, Greenfield, O.

**WANTED TO BUY** medium, mammoth and alsike clover, also American grown white clover, also strictly Montana grown alfalfa. Submit samples and name lowest prices. Jameson, Hevener & Griggs, 181 E. 6th st., St. Paul, Minn.

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**SEEDS WANTED** Offer us at once, with samples: Red, Alsike and Mammoth Clover, Timothy Mixed. We are buyers at once. THE HYDE SEED FARMS, McFall, Mo.

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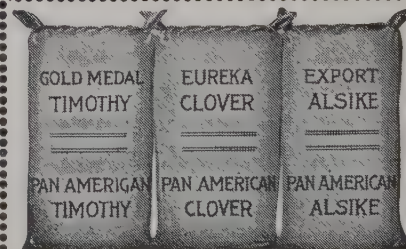
Choice new-crop recleaned seeds. Offer at \$13.00 to \$15.00 Cwt. \$4.00 to \$5.00 Cwt. F. O. B. Our track. Subject market changes. Write for samples.

**HOFER SEED CO., NORA SPRINGS, IOWA**

Red Clover  
Alfalfa  
Dwarf Rape  
White Clover  
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Natural Grasses  
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## WHITNEY - ECKSTEIN SEED CO.

BUFFALO, N. Y.

Correspondence Invited

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**CHAS. E. PRUNTY,**  
7, 9 and 11 South Main St. SAINT LOUIS



WE ARE BUYERS  
of  
Timothy  
Clovers  
Millets  
Flax, etc.

# SEEDS

Send Samples for Prices

**MINNEAPOLIS SEED CO.**  
MINNEAPOLIS, MINN  
TIMOTHY our Specialty

THE ALBERT

# DICKINSON

COMPANY

# SEEDS

Timothy  
Clover  
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CHICAGO

MINNEAPOLIS

Grain Bags  
Pop-Corn  
Seed Corn  
Beans, Peas





Boston and Albany Grain Elevators, Boston, Mass.

## Coast to Coast and Lakes to Gulf G-E Motors Drive Leading Elevators

Among the many prominent elevators driven by G-E motors are some which bound the United States and indicate the wide-spread use of electric power for grain elevators:

Boston and Albany Grain Elevators, Boston, Mass.  
 New York Central Grain Elevators, Weehawken, N. J.  
 George Urban Milling Company, Buffalo, N. Y.  
 Muller & Young Grain Elevator, Chicago, Ill.  
 Northwestern Consolidated Milling Company, Minneapolis, Minn.  
 Washburn-Crosby Company, Minneapolis, Minn.  
 Union Pacific Elevator, Kansas City, Mo.  
 Anchor Milling Company, Galveston, Texas.  
 Fisher Flouring Mills, Seattle Harbor, Wash.

Motors made by the General Electric Company have saved the owners of these elevators money. They can be made to save for you. We shall appreciate the opportunity of laying out an electric drive for your elevator. This service is without cost to you.

Send for Bulletin No. 4976 Electric Drive in Grain Elevators and Flour Mills.

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## GRAIN DEALERS JOURNAL

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A Red Wrapper on your Journal means your subscription has expired.

### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., JANUARY 10, 1914.

MARQUIS WHEAT is rapidly winning a host of friends among the milling fraternity. Everywhere they are buying quantities of it for seed in the hope of inducing farmers to give it a good trial.

MONTANA hard winter wheat is arriving at Minneapolis in large quantities; and this source of supply must be considered in studying wheat receipts at that market.

THE GREEN bug reports emanating from the southwest are being denounced by entomologists who have made a careful investigation of Texas wheat fields, so the crop killers will have to devise some new excuse for excitement.

CAR COOPERING has given flattering results on the Santa Fe System, records showing transit losses of less than 2 per cent on 10,080 cars closely observed in its yards en route and at terminals. Roads delaying the payment of claims for losses occasioned by poor cars should take notice.

COMMISSION merchants doing an interstate business will be subject to federal law if the bill recently introduced in the Senate by Senator Jones of Washington is enacted. The bill is the same as the one introduced in the House last fall by Congressman Guernsey of Maine. Congress has now before it 37 bills affecting the grain trade, 14 of which regulate trading in futures.

CONFIRMATION should be sent to buyer expressing all the terms the seller has in mind, if he is to have any standing in court, is the lesson taught by the decision of the Illinois Appellate Court, published elsewhere in this number of the Journal.

NO GRAIN SHIPPER who consigns his grain for its sale for his account would consign to a receiver who would sell to himself or to a corporation he controlled. Such a practice is contrary to the law of principal and agent and also contrary to the rules and regulations of most of the leading grain markets.

OUR news columns tell of many perfectly good safes sacrificed to the curiosity of midnight marauders. The annual crop of new yeggmen is so large that it hardly pays to install an expensive safe in a grain office, which generally stands off by itself, even though it is not intended to keep money in it.

FARMERS who deliver scrap iron as corn and thereby rob the sheller of its teeth are clearly indebted to the grain man for a new sheller, notwithstanding it was his duty and his opportunity to protect his sheller and to raise the grade of the grain by keeping a man at work sorting out the bad stuff as it was pulled to the sheller.

MINNESOTA elevator men who have been paying \$7.30 to \$8.50 for inspection of their scales have become sufficiently aggravated by the extortion to object to further bleeding at the hands of the politicians. The wonder is they do not use the scale inspector of some of the well organized agencies known to be doing his work thoroly and at cost.

SHIPPERS who have the interest of their business at heart should attend the hearing on uniform Bs/L before the Interstate Commerce Commission in Washington January 15 and 16. On January 17 the Commission will listen to oral argument, and unless the shippers are well represented, the railway attorneys will utilize every minute of the three days.

THE INSURANCE companies are now issuing their annual reports. Every policy-holder or prospective policy-holder should make a careful study of these reports. The purpose of these statements and of state insurance commissions is that property-owners may learn the real financial condition of insurance companies before patronizing them. The prosperity of fake insurance companies, however, would seem to indicate that most property-owners ignore this information. Only numerous heavy losses will cause them to realize the necessity of studying this information. Shaky and fraudulent firms will be reticent; honest and strong companies publish their statements broadly.

A NORTH Dakota elevator company has been sued for \$35,000 damages for the death of an agent who thoughtlessly attempted to soap a pulley without shutting off the power. A protruding set screw whirled him to eternity. Thirty-five thousand dollars would eliminate the set screw hazard in nearly every elevator in this country.

IT IS clearly evident that the allowances granted public elevator men at the Canadian head of the lakes for cleaning grain is not entirely profitable, else it would not be necessary for the Board of Grain Commissioners to consider the advisability of ordering the elevator men in order to care for the flaxseed handled through their houses.

COUNTRY grain buyers of Ohio, Indiana, and Illinois, wishing to escape the rules and regulations of public utilities commissions and the necessity of filing monthly reports in detail, have decided not to store grain for anyone, even though profitable storage fees be tendered. There is some prospect that the public utilities laws will kill off much of the free storage also.

DECATUR, like some markets located on state boundary lines, is now cursed with two grain inspection departments, one for political purposes, the other to grade grain according to quality. The time may come when the politicians will seek to regulate business for the benefit of the business, but we doubt that they will do it unless there are numerous opportunities for profitable berths in connection with the enterprise.

MINNESOTA grain buyers, who have been grading their purchases of Velvet Chaff wheat as such, have incurred the ire of the inspection department and been given instructions to grade according to the officially established grades or not grade at all. It is the privilege of buyers to buy by sample and bid for the grain according to sample without any reference to the grading rules of the state or any market.

COUNTRY grain dealers who have neglected to draw a mental picture of the conditions of the trade if the wild theorists who propose laws forbidding men to deal in commodities for future delivery succeed, should read carefully the article of Mr. Merrill on page 926 of the last number of the Journal, outlining what in his estimation would be the conditions of the trade if future trading was proscribed. Most of the old members of the trade who are well posted on its methods and the different influences at work are of the same opinion, so there can be no doubt that Mr. Merrill's predictions regarding the results are accurately depicted.



GRAIN OR milling firms who, standing on the brink of financial disaster, make false promises to fellow dealers and thereby trap them, are guilty of swindling and merit severe punishment, just as much as the banker who accepts deposits when he knows he is insolvent. We feel certain that any jury of fair-minded business men would send such a one to the penitentiary, for he is obtaining money under false pretenses.

IT HAS BEEN proposed by the Chief Inspector at Chicago to increase the charge for inspecting grain 50 cents per car. Inasmuch as the department paid all its expenses and accumulated a large surplus upon several occasions with the old rates in force, it would seem to be unnecessary for any advance in the rates at present. Shippers can make their views known on this point by writing to the Public Utilities Commission, Springfield.

A NUMBER of accidents are reported in this number which could have been prevented had employer and employees given more consideration to the "safety first" idea. Insurance against casualties of this character relieves much worry and some suffering, but the compensation for life and limb is seldom welcomed by the most avaricious. Men want health and a sound body above everything else, but unless everyone about the elevator is vigilantly guarding against accidents, they are likely to occur.

THE GOVERNMENT'S new corn grades, published elsewhere in this number, will go into effect next July, and those who like the grades and desire to promote the cause of uniformity will no doubt use them. Other dealers who desire to sell by sample or "to arrive sweet and cool," or by the rules current in any market, no doubt will have the privilege of doing so. Many dealers consider that the right of private contract will protect them in selling their grain by any grade they desire. However, the majority of the trade are heartily sick of the multiplicity of grades, which confuse and confound, and will welcome the day when only one set of grading rules are in force throughout the land.

GRAIN buyers who contract for the future delivery of the farmer's grain without getting some evidence of the contract in writing encourage the farmer to speculate with the grain buyers' money and without offering to share the profits of the speculation with the buyer. When the contract is placed in writing both parties have evidence of what is intended and both are protected against its violation. The buyer is safe in selling the grain for future delivery, thus protecting himself against a decline. If the farmer intends to fulfill his contract he has no excuse for not signing it. If he does not intend to deliver the making of a verbal contract brands him as a swindler.

IOWA dealers are becoming quite enterprising and striving to get their business before the people. One firm on New Year's Day entertained all the children with a moving picture show. Another offered overcoats and cash prizes for large loads of oats. An Ohio grain dealer, who also handles coal, has been giving out shovels, upon which is printed this pleasing legend, "Our Coal Makes Warm Friends." The more gray matter put into advertising copy and acts the more effective will be its work.

ILLINOIS shippers are experiencing much difficulty in collecting their claims against the I. C. and the C. H. & D. railroads. These roads have recently transferred many of their suits from the justice to the federal courts. They are gaining a further delay in the payment of just claims by refusing to accept destination weight certificates as admissible evidence unless the weigher himself be present in court. Such contentions are made simply for the purpose of embarrassing claimants and not with any expectation of eventually winning. It is up to the railroads either to accept the weighing facilities provided by the trade or else provide weighing facilities of their own. If the railroad companies are not content to accept the weights of the elevators, it is their privilege to inspect not only the scales but the methods of weighing in vogue.

#### Pure Food Law Applicable to Grain.

The necessity of amending the Pure Food and Drugs Act to exempt grain in its natural condition from the jurisdiction of the Bureau of Chemistry is clearly apparent under the decision of the U. S. District Court of the Eastern District of New York in the case of the United States v. Sprague.

In this case the commodity was oysters. By reason of the natural condition of the waters in which they were grown the oysters had become, in the words of the Pure Food and Drugs Act, "filthy, decomposed or putrid" and therefore adulterated within section 7, subdivision 6, of the Act.

The very same natural process of decomposition of corn occurs on the farm in cribs in the natural course of events under poor farming practice. Such corn whether crossing a state line in the farmer's wagon or in a car shipped by a grain dealer from one state to another will be liable to seizure and condemnation by the government.

Judge Chatfield held that "The ordinary use of the word 'adulteration' implies an actual addition to the original substance, thru human agency. But as used in Act June 30, 1906, c. 3915, § 7, subd. 6, 34 Stats. 769 (U. S. Comp. St. Supp. 1911, p. 1357), known as the Pure Food and Drugs Act, the meaning is not restricted to an addition by the hand of man, and if the adulteration of filthy, decomposed, or putrid substance has been added by nature, and is contained in the article to be shipped, it is adulterated in the eyes of the law."

THE RATE SITUATION in Illinois is an anomaly. The Interstate Commerce Commission has authorized increases in the interstate rates, effective Jan. 8. The Illinois Public Utilities Commission on Jan. 6 suspended the proposed increase in intrastate rates and will begin to investigate the matter on Feb. 3. While the state commission is delving into the matter of intrastate rates, local Illinois grain rates will be lower than the proportional rates, a situation probably never before known. Inasmuch as 90% of the grain shipped into central markets in Illinois eventually goes into interstate commerce, the Public Utilities Commission will be doing shippers little good in declining to authorize increases in the intrastate rates. The calf is gone; and there is little use fighting to save his hide.

#### Increased Rates and Future Regulation.

The policy of the Interstate Commerce Commission toward the carriers, if it may properly be judged from its recent approval of increased grain rates in Illinois stations and also from western markets, seems to have changed greatly. The commission is apparently convinced that the roads need higher rates, and it is disposed to be lenient. The prevailing opinion is that it will also grant the demanded 5% increase in all rates in C. F. A. and Eastern Trunk Lines territories.

The attitude of shippers, also, seems to have changed. Many of them are willing to recognize that, as a matter of expediency, the increased rates should be authorized. Higher revenues, however, will be of little benefit to the public unless it has some assurance (beyond the roads say-so) that the money will be used in better service and enlarged facilities. The present administration seems to recognize this side of the matter; and some enlargement of the regulatory powers of the Commission will probably be made.

This is a matter of the greatest importance to all shippers. The railroads are now, apparently, in a receptive mood to consider such an enlargement, particularly with relation to their finances. What they want now is increased rates; and should these be granted, they will exert their all-powerful influence to fight any legislation that will interfere with their rights to juggle stocks and capitalize water. Railway financial methods have improved immensely since the days of the old Jay Gould and Commodore Vanderbilt; but the Frisco and New Haven scandals show that more improvement must be made.

The time is now ripe for another advance in the problem of railroad regulations. Shippers everywhere should lend their support so that this advance will be made.



## GOVERNMENT CORN Grades Promulgated.

The United States Dept. of Agriculture on Jan. 3 announced its definitions for commercial grades of corn to take effect July 1, 1914.

Under present law these grades will have practically no force or effect. The government grades are an addition to the grades of the Grain Dealers National Ass'n, of the state inspection departments and of certain seaboard markets; and the dealer can exercise his own choice as to whether he will trade on these new grades or upon those of his own market or any other market.

The federal government has no power to forbid a grain dealer from buying or a farmer from selling grain described by him as "Illinois State Inspection No. 3 Corn," "Omaha Grain Exchange No. 3 Corn," "Baltimore Steamer Mixed Corn," or "Canadian Government No. 3 C. W. O." The new grades will apply only in interstate commerce and where the seller or buyer designates them simply as "No. 3 Corn," "No. 4," etc., coming under the Pure Food and Drugs Act. As the new grades can not be practically applied under existing law the government is now drafting a bill to be enacted for the supervision of grain inspection. The grain dealers also are working for an amendment to the Pure Food and Drugs Act, taking out of its enforcement grain in its natural condition. The government grades follow:

Grade.	Damaged			
	Moisture.	Dirt.	Cracked	corn.
No. 1.....	14.0	2%	1%	2%
No. 2.....	15.5	4%	1%	3%
No. 3.....	17.5	6%	2%	4%
No. 4.....	19.5	8%	2%	4%
No. 5.....	21.5	10%	3%	5%
No. 6.....	23.0	15%	5%	7%

"Sample"—see General Rule No. 6.

No heat damaged or mahogany kernels permissible in grades No. 1, 2 or 3.

In the stated percentage of damaged corn permissible there may be included heat damaged or mahogany kernels to the extent of ½% in No. 4; 1% in No. 5, or 3% in No. 6.

"Dirt" includes foreign material, other grains and finely broken corn and cob.

"Cracked corn" does not include finely broken corn.

### GENERAL RULES.

1. The corn in grades No. 1 to No. 5 inclusive must be sweet.

2. **White Corn**, all grades, shall be at least 98 per cent white.

3. **Yellow Corn**, all grades, shall be at least 95 per cent yellow.

4. **Mixed Corn**, all grades, shall include corn of various colors not coming within the limits for color as provided for under white or yellow corn.

5. In addition to the various limits indicated, No. 6 corn may be musty, sour, and may also include corn of inferior quality, such as immature and badly blistered.

6. All corn that does not meet the requirements of either of the six numerical grades by reason of an excessive percentage of moisture, damaged kernels, foreign matter or "cracked" corn; or corn that is hot, heat damaged, fire burnt, infested with live weevil, or otherwise of distinctly low quality, shall be classed as sample grade.

7. In No. 6 and sample grade, reasons for so grading shall be stated on the inspector's certificate.

8. "Finely Broken" corn shall include all broken particles of corn that will pass through a perforated metal sieve with round holes nine-sixty-fourths of an inch in diameter.

9. "Cracked" corn shall include all coarsely broken pieces of kernels that will pass thru a perforated metal sieve with round holes one-quarter of an inch in diameter, except that the finely broken corn as provided for under Rule 8 shall not be considered as "cracked" corn.

10. It is understood that the damaged corn; the foreign material, including pieces of cob, dirt, finely broken corn, other

grains, etc., and the coarsely broken or "cracked" corn, as provided for under the various grades, shall be such as occur naturally in corn when handled under good commercial conditions.

11. Moisture percentages, as provided for in these grade specifications, shall conform to results obtained by the standard method and tester as described in Circular 72, Bureau of Plant Industry, U. S. Department of Agriculture.

In promulgating these grades the Sec'y of Agriculture declares that "farmers have made little effort to market corn in a dry and sound condition, the present system placing a premium on poor and careless farming at the expense of good farm methods and practices." The Department of Agriculture in establishing these new grades hopes to compel the farmer "to exercise greater care in the harvesting, storing and marketing of his corn, with a view to real progress in the movement for the production of more corn of better quality."

## The Christmas Spirit On 'Change.

One of the very first to "dig" for the Christmas Fund which is always a Holiday feature at the Philadelphia Commercial Exchange was Donald McKay.

Nearly twenty years ago this same McKay was a messenger on the floor and when Christmas came around there was a lean look all along the line for the lad. He had no knowledge of the Christmas Fund or its possibilities and when he was handed his share, the very happiest boy in all the city was Donald McKay.

After a score of years he finds himself a member of the Exchange. Round about him are lads and old men in whose lives Christmas marks a source of pleasure and a large item of expense. He knows their hopes and their fears and with that rare sympathy born of actual personal experience he led the long thin line of "diggers" to the Christmas boxes and with the true Spirit of Christmas he "came across" hoping to make some little fellow as happy as others made him twenty years ago.

The Commercial Exchange is close to the hearts of all those connected with it. Age is respected there. Youth is encouraged there. Hearts and hands go out to the needy at hand and to the poor afar. The whole atmosphere of the place is intensely human and on the floor "Merry Christmas" means just that and more; it means "Good will towards all men."

## Coming Conventions.

Jan. 14-15—Michigan Bean Jobbers' Ass'n at Detroit, Mich.

Jan. 15-16—Council of Grain Exchanges at Chicago, Ill.

Jan. 21-22—Indiana Grain Dealers' Ass'n at Indianapolis.

Feb. 4-6—Farmers Grain Dealers Ass'n of Minn., Hotel West, Minneapolis.

Feb. 10-12—Iowa Farmers Grain Dealers Ass'n at Waterloo, Ia.

Feb. 17-19—Illinois Farmers Grain Dealers Ass'n at Ottawa, Ill.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

October.—Grain Dealers National Ass'n annual meeting 3 days during week of Oct. 11 at Kansas City, Mo.

THE GRAIN DEALERS Journal is O. K.—Valley Merc. & Lbr. Co., Sidney, Mont.

I AM well pleased with the Grain Dealers Journal.—Geo. A. Hurd, Agt., Eagle Roller Mill Co., Northville, S. D.

## SHIPPER GIVEN DAMAGES for Carriers' Failure to Furnish Cars.

Wm. R. Bach, attorney for the Illinois Grain Dealers Ass'n, conducted to a successful issue recently the suit by T. U. Fox against the Chicago & Alton Railroad Company to recover damages for failure to furnish cars. On appeal from the Circuit Court of McLean County, Judge Eldredge of the Illinois Appellate Court decided as follows:

Appellee brought suit against appellant in an action on the case to recover damages for failure to furnish cars for the shipment of corn from appellee's elevator at Sinclair, Ill., during the months of August and September, 1910. Judgment was rendered against appellant on the verdict of the jury, assessing appellee's damages at \$358.50.

Sinclair is a small station, having only four or five families. On Aug. 12, 1910, appellee had 9,700 bus. of corn and 300 bushels of wheat to ship and notified appellant's agent of that fact and ordered cars with grain doors in which to transport said grain.

Not receiving any cars, appellee requested the agent repeatedly to furnish the cars, and finally on Aug. 18 he appealed to the general freight agent of appellant by letters, for cars. The evidence tends to show that when the first cars were furnished they were not equipped with grain doors and could not be used. The first cars equipped with grain doors were furnished Sept. 5 and were billed out Sept. 7. Other cars were furnished from time to time and the last car was billed out Oct. 3. The loss on the cars of wheat was settled and is not in controversy. Appellee desired to sell his corn in E. St. Louis, and owing to the delay in getting the cars claimed a loss of 7 cents a bushel on the corn on account of the decline of the market price therefor. The jury allowed about one-half of this amount.

It is claimed by appellant that it was the duty of appellee to have lessened the loss by furnishing the grain doors himself. Appellee had no lumber with which to make the doors and there was no lumberyard at Sinclair, but it is urged that he should have ordered lumber from the City of Jacksonville and made them.

No such duty devolved upon appellee. It was the duty of appellant to furnish cars suitable for the transportation of the commodity for which they were ordered. It is obvious that grain cannot be shipped in cars without doors. There is more or less conflict in the evidence in regard to the delay in the furnishing of these cars, but it was for the jury to reconcile this and its verdict on that issue is not manifestly against the weight of the evidence.

The court fixed appellee's damages at the difference, if any, between the market price at Sinclair, of such grain, at the time when said cars should have been furnished and the market price when such cars were actually furnished.

**Damages on Destination Value.**—Appellant's given instruction announces the same measure of damages, and hence it cannot complain. Neither instruction announces the correct measure of damages, as the market price should not have been confined to that prevailing at the point of shipment. Appellee had a right to select his market and ship his grain to any point he desired and the damages should have been fixed with reference to the market price at the place where it was actually shipped, viz., E. St. Louis. The instruction was more favorable to appellant than to appellee.

The judgment of the circuit court is affirmed.

WASHINGTON farmers are being urged to grow Turkey red instead of Bluestem wheat. Pacific Coast grain commission men are particularly anxious that they make the change as Bluestem is wanted only by exporters and low prices are inevitable when it comes to market in any considerable quantity. In order to get the farmers started, the Davenport National Bank, Davenport, Wash., has purchased a carload of choice Turkey red seed wheat for distribution at cost. Turkey red produces better yields, does not shatter so easily, and has a higher market value.



AN INJUNCTION.  
SMILE  
A WHILE  
And while you Smile  
ANOTHER SMILES  
And soon there's  
Miles and miles of Smiles  
And Life's worth while  
BECAUSE  
YOU SMILE.

## Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Pay Only for Clean Clover.

*Grain Dealers Journal:* When we make a bid on clover seed offered us by farmers it is with the understanding that our price is for cleaned seed. We clean the seed for the farmer and then pay him for the amount of cleaned seed.

We keep the tailings, but if the farmer wants them, we give them to him and charge him 15 cts. a bushel for cleaning the seed.—Hobart-Bowles Company, Pemberville, O.

### Pres. Jones Optimistic on Federal Supervision.

*Grain Dealers Journal:* My last trip to Washington was very satisfactory to me, inasmuch as I am thoroly convinced that Secretary Houston is honestly working with a spirit of co-operation with the grain men of the country for the proper supervision of the corn rules. I think the entire matter will be worked out satisfactorily; and I doubt very much if it will be necessary for us to go to Washington again on this subject. However, if some branch of the trade should appear before any com'te and fight any legislation, we would have to defend it. In due course, the contents of the bill will be made public so that everyone will have an opportunity to know what it provides before it is passed.—Chas. D. Jones, pres., Grain Dealers National Ass'n, Nashville, Tenn.

### Wabash Paid for Lost Grain One Year After.

*Grain Dealers Journal:* Much has been said about the slowness of a railroad in paying a just claim. We claim to have been the victims to a most aggravating extent. On Dec. 18, 1912, we shipped car St. L. & S. F. No. 40649 loaded with corn to Oak Grove, Mich., via Wabash R. R. The railroad lost the car and it was 53 days before the car was heard from and then we learned that the car had been unloaded by mistake by the Beck Cereal Co. of Detroit.

We replaced the lost car at a loss of \$45 and made our contract good at Oak Grove. We then filed claim against the Wabash for the value of the car of corn, together with loss because of replacing the car to fill our contract.

The Wabash refused to pay replacement loss. We agreed to waive this claim provided they pay us interest on the money due us. They agreed to this plan.

On Dec. 27, 1913, we received \$470, the original value of the car. Interest charges were not included. We were without the use of our money for more than one year on a claim that should have been paid without delay. Can any one beat it?—C. M. Kerlin & Co., Delphi, Ind.

### Fine Late Arrivals at Conventions.

*Grain Dealers Journal:* At the end of the program for the coming meeting of the National Ass'n of Scale Experts appears the following notice: "The hours on this program are to be strictly observed. A fine of 50c will be imposed for each case of tardiness. Please be late somebody—we need the money for cigars." This looks like a good remedy for the habitual tardiness of grain men at their conventions. Most of those arriving late do so deliberately, as they think that many others will also be late; and as a result a great deal of time is wasted. I suggest that the grain dealers ass'ns adopt this system of fines. If they do, every member will probably get a year's supply of cigars—until the late arrivals are cured.—Wallace Macmillan.

### Idaho Alfalfa Seed.

*Grain Dealers Journal:* We feel that a great injustice has been perpetrated against the farmers of Idaho and Utah on the alfalfa seed question. Suspicion has been cast most unjustly against the seed from these states by a certain seed firm, which has issued a circular alleging that our alfalfa seed is infected with weevil and that they do not handle it for that reason. As a matter of record, they have been large buyers of alfalfa seed from our section in the past, on account of its purity and hardness. Their game is apparently to depress the price of seed produced in our part of the country and to cast suspicion on our seed which is correctly labeled and sold by other competitors.

Utah and Idaho produce upward of 50% of the alfalfa seed grown in the United States. Their climate is unsurpassed for alfalfa seed production. The high altitude, ranging from 4,000 to 6,000 feet above sea level, causes the seed to be most hardy and drouth-resisting, making it ideal seed for all conditions, whether humid or arid.

The United States government, thru its representative, Mr. Morrison of Washington, D. C., in 1912 purchased some 25,000 to 30,000 lbs. of alfalfa seed produced around Sterling, and in Binghamton County, southeastern Idaho. He is purchasing more seed from the same section this year and recently loaded out 9,000 lbs. of seed from Sterling, Ida. Mr. Morrison did this after investigating seed conditions thruout the United States. Before making his purchases, he looked for quality above all other things. The government also purchased all of the Grimm seed raised in Binghamton County this past season, paying an enormous price for it.

This proves that there is nothing to the false and malicious allegations against the seeds of our territory. Our farmers are suffering a great injustice; and we plead with the consumer of alfalfa seed to be careful to see that farmers from all parts of the country get justice.—A. Y. Satterfield, pres., Farmers Society of Equity, Inc., Intermountain District, Pocatello, Ida.

### One Way to Get Around Four Months Limit on Claims.

*Grain Dealers Journal:* According to the Uniform Bill of Lading we must file all claims for loss within four months. It is at times impossible to perfect claim papers within that time. In that case would a notice from us to the effect that we intended filing claim on a given car number be sufficient to protect us from the operation of the four months clause?—A Shipper.

### Natural Shrinkage Deduction Not Lawful.

*Grain Dealers Journal:* I have read with interest the query in third column, page 773, November 25th issue of the Grain Dealers Journal and your answer thereto.

The writer is not a lawyer, but every grain shipper will admit that there is prevailing and I may say universal loss or waste in the handling of bulk grain between the scales used to determine the weights at the points of loading and unloading.

The particular rule to which your correspondent refers involves a deduction to be made by published tariff when adjusting a claim where grain has been lost from a car during transit. More than nine out of ten of the claims so presented are based on consignor's report of loading weight, ascertained before the grain is loaded in the car at point of shipment and the consignee's report of unloading weight ascertained after the grain is unloaded from the car at destination.

Is there a shipper, including your correspondent, the Harriman Elevator Co., Pilot Grove, Mo., who would undertake to make themselves or any one else believe that there is not a prevailing loss as between the weights ascertained in the manner above quoted? If there is prevailing loss is it not lawful to provide a normal average offsetting such loss or waste in adjusting claims where grain is actually lost from cars during transit?

In one of your previous issues reference was made to an Illinois statute forbidding dockage deductions on grain. I think your article unintentionally gave an erroneous interpretation to that law which, as I construe it, was to prohibit the elevator, mill or warehouse unloading a carload of grain and ascertaining the actual weight, from deducting from such actual weight a dockage allowance to offset dirt or other consideration, thus involving a principle altogether different from that involved where a loading weight obtained before the grain is loaded at point of shipment is matched against an unloading weight obtained after the grain is unloaded at destination, there being three distinct elements of loss:

(1) The loss between scale and car at point of loading.

(2) The loss incident to the grain's contact with all parts of the car floor and walls (a loss exactly similar to that which takes place where grain is handled through an elevator bin).

(3) The loss incident to the dropping of the grain from the car into an elevator boot or sink, a distance of ten or twelve feet, with usually a breeze wafting the dust away from the sink and all of the dust or waste or invisible disappearance of matter between car (through worm and elevator leg and garner) and hopper scale.—Yours truly, F. C. Maegly, A. G. F. A., A. T. & St. Fe R. R., Chicago, Ill.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Payment for Car Destroyed After Acceptance?

*Grain Dealers Journal:* I have a disputed account on a shipment valued at about \$1,300. This car reached destination, was inspected and accepted, but was destroyed before the draft was paid. How can I recover the value?—Thos. R. Adams.

### Is Natural Shrinkage Compulsory?

*Grain Dealers Journal:* When entering claims for shortage in weight against the railroad company, can we be compelled to reduce each claim  $\frac{1}{2}$  of 1% on oats and  $\frac{1}{4}$  of 1% on corn, making this deduction for shrinkage on the whole car?—L. Birkett, Luverne, Minn.

**Ans.:** No. Put in your claim for the full amount, and let the claim department of the railroad company deduct the shrinkage, if the company wishes to do so. All companies do not make the deduction and shipper who subtracts the amount from his claim is the loser. The companies which do take off the so-called shrinkage have no legal right to do so, and in some states are positively forbidden to make any deduction whatsoever.

### Penalty Clause Unlawful.

*Grain Dealers Journal:* In the past it has been the practice of some of the farmers organizations to insert in their By-Laws, what was originally termed a penalty clause, afterwards termed a maintenance clause, but in both instances the intent and purpose was the same, namely: that it required a stockholder who sold his grain to another than his own company, to pay a stipulated amount, which was in most cases  $\frac{1}{2}$ c per bushel.

### Mid-Winter Meeting Indiana Grain Dealers Ass'n.

January 21 and 22, 1914.

Board of Trade Building, Indianapolis, Ind. Beginning 1:30 p. m., Jan. 21st.

All grain dealers are invited to attend all sessions, including the entertainment at the Board of Trade the evening of the 21st.

1. Meeting called to order. President, Chas. A. Ashpaugh.

2. Greeting on behalf of the officers and board of managers of the Ass'n, H. H. Deam, Vice-President.

3. Response on behalf of the country shippers, John W. McCord, Terhune, Ind.

4. Response on behalf of the terminal markets. Membership, H. H. Bingham, Louisville, Ky.; C. G. Watkins, Cleveland, O., and other terminal markets by their representatives present.

5. Address and Annual Report, C. A. Ashpaugh, President.

6. Report of Secretary, C. B. Riley.

7. Report of Treasurer, Bert A. Boyd.

8. Report of Auditing Committee, E. K. Shepperd, Chairman Legislative Committee; A. E. Reynolds, Crawfordville; T. A. Morrison, Kokomo.

9. Appointment of Committees.

10. Address, "Tyrannical Tendencies of Popular Government"—J. R. Pickell.

11. Address, "The Fire Marshal's Department"—W. E. Longley, Indiana State Fire Marshal.

12. Address, "What your Book-keeping Should Mean to You"—G. C. Bosley, Indianapolis.

We are particularly desirous of knowing how the courts have held this clause, whether or not the clause will stand the legal test.—R. Grain & M. Co.

**Ans.:** This penalty or maintenance clause was decided illegal Dec. 6, 1911, by Judge Hobson in the District Court at Decorah, Ia., as reported fully in the Grain Dealers Journal Dec. 10, 1911, and has been abandoned by the co-operative companies.

### "Spread Option" Fraud.

*Grain Dealers Journal:* A concern is sending out letters advising the purchase of them of a "spread option" on 20,000 bus. of May wheat for \$20, stating that if the May option changes a cent or more in a week you win \$20, and if it does not change a cent either way in that week you lose. What is a "spread option?" Is this a fake?—South Dakota.

**Ans.:** No one can afford to sell a put and call combined good all week at only one cent from the market at \$2 per thousand bus. Also if the market closes the week at exactly the put or call price you make nothing. Buyers of options, which are puts and calls, have no certain profit assured them, as the wider the fluctuation the greater the profit, hence we do not see how the sellers guarantee \$20 profit in the event of a movement one cent either way?

Saturday, Jan. 10, Chicago May wheat closed at 91 $\frac{1}{2}$  cents. That afternoon dealers in privileges quoted puts at 89 $\frac{1}{2}$  and calls at 93 cents, good all the following week, so that a movement of 1 $\frac{1}{2}$  cents would net the buyer nothing.

The concern putting out these fraudulent circulars was raided by the post office department Jan. 8 at Cleveland, O. Robert Howard Parker, mgr. of the Central Stock & Grain Co., was arrested on the charge of using the mails to defraud. The government officials have letters from many persons in different states claiming to have lost money thru the concern.

### Any Change in Duty on Canadian Oats.

*Grain Dealers Journal:* If the Canadian government abolishes the duties on American wheat and flour, will such action have any bearing on the 6c duty on Canadian oats? What effect do you think the lowering of the duties on wheat and flour have on the prices of corn and oats?—Reader.

**Ans.** The countervailing duties clause of the Underwood bill applies only to wheat and wheat products, not to any other grains. The abolition of the Canadian tariff on our wheat and flour will undoubtedly not result in any of our wheat and wheat products being shipped to Canada because they have more than they need and the

United States has more than it needs and is exporting. The prices are on so near an equal basis that it would not pay to ship in very much. If you will compare the daily closing prices at Minneapolis, Duluth, and Winnipeg, which are published in each number of the Grain Dealers Journal, you will see that these markets have followed one another quite closely for some time. It is common talk in the Winnipeg market that Chicago firms are long about 25,000,000 to 30,000,000 bus. of wheat, May option, in the Winnipeg market. This may have something to do with their price. The report is that the Argentine Republic has abolished its import duties on our wheat and wheat products, which would effect the free admission of its wheat and wheat products into our country. A cargo of Argentine wheat is reported to be on its way to Galveston now; but some members of the trade are disposed to look upon this report as floated by the bears for effect. Several cargoes of Argentine corn have been received at Atlantic ports and also at Galveston.

### Variation in Moisture Tests.

*Grain Dealers Journal:* The following statement of facts may be of interest to your readers:

We shipped car 25148 loaded with yellow corn to Peoria, Ill. The corn tested 19.2 by our own moisture test.

The car arrived in Peoria on Dec. 15 and tested 20%. Owing to previous notice to our receiver he did not unload the car, reforwarded it without notifying us of the off grade.

On Dec. 16 the corn was re-inspected and tested 21%.

On Dec. 17 a personal inspection was made by the inspector and the corn tested 20.6.

We were discounted 4 $\frac{1}{2}$  cts. per bushel. We received a sample of our corn in an air tight can and forwarded it to the Decatur laboratory for an official test. The corn tested 19%.

The Peoria inspector also submitted a sample of our corn to the Decatur laboratory for a test and that sample tested 19.3.

The car was forwarded to Champaign where it tested 19.6.

All of these other moisture tests are corroborative of our own and yet we must take a discount of 4 $\frac{1}{2}$  cents.

It would seem that when our moisture test was 19.2, and two Government tests show 19 and 19.3 respectively and another market test shows 19.6 that sufficient evidence had been produced to show that somewhere something was decidedly out of harmony with the existing order of things, and that satisfactory adjustment should be made.—Geo. Brunskill, Mgr. Farmers Grain Co., Pontiac, Ill.

### Program of Council of Grain Exchanges Meeting.

The Council of Grain Exchanges will hold its mid-winter convention Jan. 15 and 16 at the Hotel La Salle, Chicago, Ill. The following program has been arranged:

#### THURSDAY AFTERNOON.

2:00 o'clock.

President's Address, J. C. F. Merrill.

Secretary's Report, J. Ralph Pickell.

Treasurer's Report, Jno. W. Snyder.

#### Com'ite Reports.

Com'ite on Bills of Lading, W. M. Hopkins.

Com'ite on Uniform Rules, Henry L. Goemann.

Com'ite on Publicity, J. C. F. Merrill.

Com'ite on Transportation, Geo. H. Davis.

Election of Officers.

Selection of June Meeting Place.

#### FRIDAY AFTERNOON.

2:00 o'clock.

Report of Crop Improvement Com'ite, J. C. Murray, Chairman.

Secretary's Report, Crop Improvement Com'ite, Bert Ball.

This will be a business meeting solely, and no formal addresses will be delivered. Pending legislation will probably be the principal subject of discussion.



# Grain Movement

## CANADA.

Shaunavon, Sask., Dec. 24.—About 150,000 bus. of wheat will be marketed here before next crop.—W. W. Rogers.

## ILLINOIS.

Sandoval, Ill., Jan. 6.—No wheat in elevators.—H. Hall Co.

Dewey, Ill., Jan. 7.—No corn moving on account of condition and bad weather.—Thos. Ogden.

Bryce sta. (Milford p.o.), Ill., Jan. 3.—Grain beginning to move.—W. V. Marshall, agt. Farmers Elevtr. Co.

Woodford, Ill., Dec. 29.—Movement of corn very light. Quality poor and handling unsafe.—W. G. Pratt.

Panola, Ill., Dec. 29.—Practically no corn moving. This station has only shipped four cars. Everybody wants more money.—G. Wiedner, agt. F. S. Larison.

Galesburg, Ill., Dec. 24.—No corn moving to market. Feeders are taking it all and are paying as high as 75 cents for it.—E. Larimer, agt. Farmers Elevtr. Co.

Minonk, Ill., Dec. 29.—No corn moving and none is wanted. Quality too poor and farmers want more money.—C. B. Lowe, agt. Minonk Farmers Elevtr. & Supply Co.

Oregon, Ill., Jan. 1.—Corn coming to market rather slowly; quite a lot of grain which used to be sold is now being fed to dairy cattle.—R. M. Smith, agt. Neola Elevtr. Co.

Ormonde sta. (Monmouth p.o.), Ill., Jan. 3.—Grain trade very poor; feeders paying 13c per bu. more than Chicago prices.—J. M. Underwood, mgr. Anderson Grain & Coal Co.

Decatur, Ill., Dec. 29.—Grain dealers have practically quit taking in corn and so there is no movement to market. One station east of here has not shipped a single car of new corn.—S.

## INDIANA.

Delphi, Ind., Dec. 2.—Corn not moving account poor quality.—Roach & Rothenberger.

Burrows, Ind., Jan. 2.—Corn not moving fast. We took our first corn 3 weeks ago.—T. J. Ryan.

Clymers, Ind., Jan. 2.—Corn movement moderate. Farmers want 84 cents per hundred.—H. G. Reed & Co.

Roanoke, Ind., Jan. 3.—Movement of corn unusually large this year on account of hog cholera.—A. Wasmuth & Sons Co.

Huntington, Ind., Jan. 3.—Some dealers have lost heavily by handling wet corn. It is reported that one dealer received little more than the freight for one car.—C. E. Bash & Co.

Wabash, Ind., Jan. 3.—Corn movement good until price dropped; farmers would

## Corn Movement During December.

The movement of corn thru the various markets during December, 1913, compared with December, 1912, in bushels, was as follows:

	Receipts.		Shipments.	
	Dec. 1913.	Dec. 1912.	Dec. 1913.	Dec. 1912.
Chicago	13,842,000	13,267,300	3,058,000	5,563,300
Omaha	7,381,200	2,353,200	5,149,100	1,072,500
Mil.	3,601,360	2,064,700	1,788,016	675,752
Mpls.	2,866,500	1,156,400	2,212,670	573,700
Wichita	2,649,100	1,423,000	1,423,000	872,900
St. Louis	1,710,710	2,524,735	497,880	1,061,080
Kan. C'y.	1,538,750	4,841,250	713,750	2,086,250
Cinti.	1,060,829	942,023	573,022	518,828
Toledo	874,800	479,900	322,600	242,000
Balt.	601,184	2,359,738	15,750	1,457,248
Galves.	506,982	.....	.....	42,857
Detroit	423,000	437,000	209,000	240,000
Duluth	51,388	.....	.....	.....
San Fran.	17,534	9,000	.....	.....
New Or.	.....	.....	80,255	146,536
Total	37,125,337	31,858,246	6,023,043	14,532,951

\*Corn imported from Argentina.

†Figures not available.

sell at 80 cents per hundred.—King Grain Co.

Huntington, Ind., Jan. 3.—Movement of corn has been very free account of good roads and high prices. Farmers will sell even tho the price has declined some.—Weber & Purviance.

Rushville, Ind., Jan. 7.—Cold weather past 2 weeks has stimulated receipts at elvtrs. here and at Manilla; little corn has been marketed; being too wet to sell, price is 57c; wheat has advanced to 90c.—C. L.

Indianapolis, Ind., Jan. 8.—Despite the floods of last spring which paralyzed traffic entering Indianapolis, the movement of grain held up remarkably well and has kept this city in the group of 3 cities which are tied for fourth place as grain centers in the United States. Receipts and shipments of hay and grain from Indianapolis for 1913 aggregated 24,843 cars. Wheat amounted to 2,077 cars; corn, 15,929 cars; oats, 5,144; hay, 1,522; rye, 41 cars, and oil cake 30 cars. Wheat receipts for the year were 317 cars more than in 1912, and shipments of wheat were 127 cars more. Not only more wheat was milled here but a great deal more was cleaned and graded than in 1912. All other grains and hay show a slight decrease in both in and out shipments.—C. L.

## IOWA.

Jacobs, Ia., Jan. 3.—Little corn to ship.—L. A. Windhurst.

Keosauqua, Ia., Jan. 2.—Our surplus of grain is small.—C. P. Whitney.

Osceola, Ia., Dec. 23.—No corn moving; will ship in corn to supply local demand.—Talbot Grain Co.

Grinnell, Ia., Jan. 3.—Oats movement fairly free; no corn moving at present.—Farmers Elevtr. Co.

Hubbard, Ia., Jan. 5.—Lots of grain to be shipped; farmers selling freely.—Mgr. Farmers Elevtr. Co.

Schleswig, Ia., Dec. 24.—Fine roads and pleasant weather have made the movement of corn so heavy that local elvtrs. have been running to capacity day and night and Sundays.—R. D.

Sioux City, Ia., Jan. 5.—The growth of this market is clearly demonstrated by a comparison of the receipts of grain in 1913

## Oats Movement During December.

The movement of oats thru the various markets during December, 1913, compared with December, 1912, in bushels, was as follows:

	Receipts.		Shipments.	
	Dec. 1913.	Dec. 1912.	Dec. 1913.	Dec. 1912.
Chicago	8,053,000	9,804,800	8,649,000	8,403,000
St. Louis	1,854,700	2,524,735	1,371,880	1,449,250
Milw'kee.	1,854,000	1,470,600	1,584,464	884,487
Omaha	1,217,200	1,426,300	1,530,000	1,581,000
Duluth	822,542	414,464	760,943	273,049
Wichita	662,000	339,700	339,700	252,800
Cinti.	526,131	738,830	319,742	621,302
Kan. C'y.	411,400	810,000	380,800	902,700
Detroit	321,000	300,000	29,000	16,000
Mpls.	3,044,580	2,505,160	3,274,030	1,709,130
Toledo	292,800	241,500	296,300	252,400
Balt.	205,716	1,274,645	10,080	2,771,588
San Fran.	196,375	82,250	.....	.....
New Or.	.....	.....	1,284	20,069
Total	19,561,444	21,938,984	18,647,223	19,138,775

†No figures available.

## Wheat Movement During December.

The movement of wheat thru the various markets during December, 1913, as compared with December, 1912, in bushels, was as follows:

	Receipts.		Shipments.	
	Dec. 1913.	Dec. 1912.	Dec. 1913.	Dec. 1912.
Mpls.	12,143,420	18,719,240	2,486,530	3,016,320
Duluth	7,960,774	9,914,579	7,057,976	6,973,120
Balt.	4,259,094	2,758,832	3,318,190	2,440,291
Kan. C'y.	2,566,800	1,260,000	2,458,800	1,224,000
St. Louis	2,228,796	2,899,849	2,302,700	2,240,080
Chicago	1,968,000	1,656,900	2,744,000	1,965,300
Omaha	1,077,600	1,443,600	1,448,400	1,113,600
Toledo	891,000	222,000	182,500	151,900
San Fran.	685,167	749,533	.....	.....
Mil.	639,400	519,800	312,190	315,128
Cinti.	323,230	190,908	237,040	195,655
Detroit	230,000	223,000	82,000	75,000
New Or.	.....	.....	622,500	1,921,655
Galveston	.....	.....	134,275	1,511,600
Totals	34,973,281	40,558,241	23,387,401	23,143,649

†Figures not available.

with the receipts for last year. During 1913 we inspected 2,933 cars of corn, 560 of oats, 985 of wheat, 407 of flax, 8 of rye, 15 of barley, 6 of speltz and 7 cars of screenings; compared with 919 cars of corn, 179 of oats, 720 of wheat, 324 of flax, 9 of rye, 14 of barley, 1 of speltz and no screenings in 1912.—H. H. Gear, chief inspector Board of Trade.

## KANSAS.

Basil, Kan., Dec. 29.—No old wheat moving; shipping in lots of corn for feed.—J. R. Blake.

Hiawatha, Kan., Jan. 8.—Had to ship in about 20 cars corn.—Ward Salisbury, Mannville.

Joy sta. (Greensburg p.o.), Kan., Jan. 6.—About 10% old wheat left in farmers hands.—E. R. Smith, Joy Grain Co.

## MAINE.

Portland, Me.—Exports of grain during December totaled 1,752,421 bus., compared with 2,056,788 bus. in December, 1912.

## MASSACHUSETTS.

Exports of grain to European ports during 1913 were the largest on record, totaling 20,543,328 bus., compared with 14,418,620 bus. in 1912, and 20,084,378 bus. in 1901, the previous record. Total exports to all ports were 26,239,646 bus., of which corn amounted to 3,991,141 bus.; oats 1,045,770 bus.; rye 251,994 bus., and barley 407,463 bus. Exports of flaxseed were 749,457 bus., compared with 78,986 bus. in 1912, as reported by Louis W. DePass of the Statistical Department, Boston Chamber of Commerce.

## MICHIGAN.

Lansing, Mich., Jan. 8.—The total number of bus. of wheat marketed by farmers during December was 235,340 bus. The estimated total number of bus. of wheat marketed during the last 5 months is 3,500,000 bus.; 62 mills, elvtrs. and grain dealers reported no grain marketed during December.—Frederick C. Martindale, Sec'y of State.

## MISSOURI.

St. Peters, Mo., Jan. 8.—Movement of wheat keeps up well; no corn coming in.—N. & F. Schneider.

Malta Bend, Mo., Jan. 9.—Not much old wheat left in farmers hands; some corn being shipped in for feeding.—Everett Fulton.

## NEBRASKA.

Wahoo, Neb., Jan. 7.—Wheat out of way; very little corn will be shipped out of our stations.—Wahoo Lbr. & Grain Co.

Beatrice, Neb., Jan. 7.—Corn being shipped in; most of wheat sold direct from

## Rye Movement During December.

The movement of rye thru the various markets during December, 1913, compared with December, 1912, in bushels, was as follows:

	Receipts.		Shipments.	
	Dec. 1913.	Dec. 1912.	Dec. 1913.	Dec. 1912.
Mpls.	466,230	531,640	422,420	434,340
Chicago	216,000	257,000	153,000	110,400
Balt.	173,442	135,319	.....	.....
Cinti.	56,363	55,119	.....	62,621
St. Louis	53,900	4,400	7,120	4,680
Detroit	34,000	7,000	8,000	9,000
Kan. C'y.	27,500	19,800	11,000	17,800
Duluth	18,161	131,753	.....	72,361
Wichita	13,100	5,000	5,000	5,000
Toledo	6,000	.....	.....	.....
Omaha	4,400	37,400	21,000	21,000
Total	1,069,096	1,184,431	668,110	737,202

## Barley Movement During December.

The movement of barley thru the various markets during December, 1913, compared with December, 1912, in bushels, was as follows:

	Receipts.		Shipments.	
	Dec. 1913.	Dec. 1912.	Dec. 1913.	Dec. 1912.
Chicago	2,581,000	3,714,000	630,000	744,000
Mpls.	2,421,810	4,410,280	2,362,860	3,767,180
Mil.	1,939,600	2,298,400	421,047	637,939
Duluth	597,088	1,259,535	992,673	1,423,075
San Fran.	400,000	559,500	.....	.....
St. Louis	311,450	264,000	5,160	15,150
Kan. C'y.	40,800	15,400	29,400	1,400
Omaha	26,600	46,000	1,000	47,000
Cinti.	61,400	121,914	25	5,000
Detroit	4,000	73,000	.....	.....
Balt.	2,984	124,672	.....	176,201
Toledo	2,000	.....	.....	.....
Total	8,888,532	12,845,321	4,442,165	6,770,145

†No figures available.



machines; few oats in farmers hands.—H. A. Alexander.

New Castle, Neb., Jan. 2.—More corn marketed here than for several years; not more than half marketed; farmers holding for higher prices.—A. M. Luebben & Co.

## NORTH DAKOTA.

Olanta sta (Golden Valley p. o.), N. D., Jan. 6.—Grain still moving lively at this station.—G. D. Reiland, Mandan.

Carson, N. D., Dec. 20.—Grain nearly all in; will not handle over 200,000 bus. this season.—F. W. Helder.

Brocket, N. D., Jan. 5.—Have handled 155,000 bus. grain, with less than 10% to come in compared with 311,000 bus. last year.—J. S. Robinson, Mgr. Equity Elvtr. & Trading Co.

## OHIO.

Millersburg, O., Jan. 5.—Wheat moving slowly.—Miller, Burkey & Co.

Cincinnati, O., Jan. 8.—During the past 2 weeks 452 cars of corn were inspected at this market.—S.

New Vienna, O., Dec. 25.—Little corn or oats shipped from here in late years.—Boden Bros. Estate.

Wapakoneta, O., Jan. 6.—Movement of corn started two weeks ago; farmers want more money.—J. E. House.

Newark, O., Dec. 25.—Little if any wheat shipped during last year. We have bot dealers surplus.—Hulshizer Mfg. Co.

East Monroe, O., Dec. 3.—Little corn coming to elvtr.; farmers and feeders buying most offered for sale.—F. Littler, mgr. Dewey Bros. Co.

Wilmington, O., Dec. 24.—Only a small percent of this year's corn will be shipped as farems will feed most of it.—W. S. Oglesbee.

Mansfield, O.—Manitoba oats are now being shipped all-rail direct to points in the interior of Ohio, instead of going part way by boat as is usual. W. T. Roper, assistant clerk in the office of Customs Collector Huntley, came to this city to superintend the unloading of 6 cars of oats shipped from Winnipeg. A special permit from the Sec'y of the Treasury allowed the weighing of the cargo in Mansfield instead of at Toledo, so that the shipper would not be compelled to transfer the shipment at this point.

## OKLAHOMA.

Wanette, Okla., Jan. 3.—Have corn to run the country but none to ship.—G. R. Flinn.

## OREGON.

Alicel, Ore., Dec. 26.—About 1/3 of wheat still in farmers' hands; but little oats or barley moving on account of the drag in the market.—J. B. McKennan, Agt. Pacific Coast Elvtr. Co.

## SOUTH DAKOTA.

Hecla, S. D., Dec. 27.—Grain pretty well marketed for this year.—Chas. W. Estee, mgr. Hecla Co-operative Elvtr. Co.

Springfield, S. D., Jan. 3.—I started business Dec. 11 and since then handled 12,000 bus. corn and one car wheat.—J. C. Pigsley.

Milbank, S. D., Dec. 26.—We have shipped 5 cars of corn out of the state this year and have a few cars still on hand and considerable more to be marketed. This is the first time in the history of the state that corn has been shipped out of the state from this point. Hog cholera has left much corn to be marketed.—H. A. Riley, agt. Empire Elvtr. Co.

## TEXAS.

Galveston, Tex., Jan. 3.—The steamers "Gazewood" and "Towergate" have arrived at this port with 400,000 bus. of Argentine corn consigned to the Wichita Mill & Elvtr. Co. of Wichita Falls, and the Fort Worth Elvtr. Co., Ft. Worth, Tex.

## WASHINGTON.

Washtucna, Wash.—This station received about 400,000 bus. of wheat this year.—C. S. Bassett, agt., Pacific Coast Elvtr. Co., McAdams sta.

## WISCONSIN.

Madison, Wis., Nov. 20.—The percentage of 1913 products still in farmers hands is

as follows: Wheat 80.8%, rye 73%, barley 74.4% oats 82.3%, corn 89.6%, buckwheat 73.8%, and flax 75.3%.—J. C. McKenzie, Sec'y State Board of Agriculture.

The buckwheat crop for 1913 is estimated at 14,000,000 bus., 19% below the 5-year average, by the Crop Reporting Board of the U. S. Dept. of Agriculture.

CORN primary movement has reached the 2,000,000-bu. per day mark. The demand has been only fair and much of the time the market has lacked consumptive demand of that broad character that absorbs all the receipts whether they be large or small. Southwest markets have been experiencing just that kind of demand.—Finley Barrell & Co.

The exports of durum wheat from the United States during the year beginning July 1, 1912, were 15,461,129 bus. The receipts at Minneapolis, Duluth, Chicago, St. Louis and Omaha aggregated 23,504,209 bus.; compared with 5,829,622 bus. received at the 5 markets and 1,851,983 bus. exported in the year beginning July 1, 1911.—G. K. Holmes, Bureau of Statistics.

## Exports of Breadstuffs During November.

Exports of breadstuffs from the United States during November, and during the first eleven months of 1913, compared with the first eleven months of 1912, have just been reported by O. P. Austin of the Bureau of Statistics, as follows (in bus.):

	Nov., 1913.	11 mos., 1913.	11 mos., 1912.
Wheat ...	3,850,372	93,636,231	50,942,374
Wh. flour*	1,273,123	11,137,275	9,485,668
Corn ....	421,880	43,960,832	27,015,303
Oats .....	17,904	5,171,919	24,581,253
Rye .....	56,114	1,967,498	371,564
Barley ...	603,985	12,262,252	5,467,534
All breadstuffs,			
total val.\$10,107,167	\$180,327,686	\$129,739,411	

\*Barrels.

## Imports and Exports of Grain.

Imports and exports of grain, also exports of foreign grain during the month of October, 1913 and 1912, and during the first ten months of 1913 and 1912, as reported by O. P. Austin of the United States Department of Commerce, were as follows, in bushels:

	IMPORTS.			
	October, 1913.	1912.	First ten months of 1913.	1912.
Corn—	473,259	226,471	1,029,241	886,992
Oats—	2,524,793	379	2,598,617	3,249,929
*Rice—	13,047,165	15,274,409	198,725,035	178,498,666
Wheat—	233,217	52,213	507,236	2,195,266
Beans—	49,020	95,538	677,482	1,002,802
Dried peas—	51,887	160,060	806,179	1,327,325

EXPORTS.			
Barley—	590,313	1,383,235	11,817,872
Buckwheat—	11	.....	1,307
Corn—	404,282	1,154,009	44,069,789
Oats—	30,940	9,268,038	5,213,632
*Rice—	1,216,202	4,027,907	30,438,006
Rye—	11,994	116,769	1,918,159
Wheat—	7,434,106	15,255,077	89,930,645
Beans and dried peas—	30,079	33,208	278,864

EXPORTS OF FOREIGN GRAIN.			
Corn—	.....	9,324	21,584
Oats—	.....	3,250	2,750
*Rice—	1,140,723	994,847	11,510,412
Wheat—	.....	16,000	21,100
Beans—	1,490	1,250	22,518
Dried peas—	10,442	36,257	224,047

\*In pounds. Whole rice, rice flour, rice meal and broken rice are included in these figures.

# Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & E. I. 2672 was set out at Seward, Ill., Jan. 3, leaking corn at end over bar. We believe car was billed from Laverne, Ia., destination Chicago.—B. P. Hill, B. P. Hill Grain Co.

I. C. 47224 arrived at Decatur, Ill., Dec. 31, leaking yellow corn at both sides, end and under grain door.—S.

G. T. 18306 arrived at Decatur, Ill., Dec. 31, leaking white corn over grain door, with both car doors open.—S.

C. M. & St. P. 63100 passed thru Hartley, Ia., eastbound, Dec. 29, leaking corn at end of car.—C. H. Betts.

Erie 7142 passed thru Hartley, Ia., via C. M. & St. P. R. R., eastbound, Dec. 29, leaking oats at side door.—C. H. Betts.

Soo 18918 passed thru Agate, N. D., Dec. 29, leaking wheat.—L. L. Kruchten, agt. Farmers Elvtr. Co.

M. P. 40551 was set out at Vermont, Ill., southbound, Dec. 27, leaking wheat badly along side of car.—Bader Co.

A. T. & S. F. 34565 passed thru Pana, Ill., Dec. 20, leaking oats at corner post.—G. F. Barrett.

P. McK. & Y. 80594 passed thru Buckhart, Ill., eastbound, via C. H. & D., Dec. 17, leaking yellow shelled corn over drawbar.—H. C. Ratz, mgr. Farmers Grain Co.

N. P. 48103 passed thru Tuttle, N. D., Dec. 18, leaking wheat over drawbar.—Gus J. Lybeck.

E. & T. H. 4109 passed thru Sycamore, Ill., Dec. 15, leaking barley badly at end.—W. F. Murphy, Great Western Grain Co.

I. C. 45731 eastbound, reached Fonda, Ia., Dec. 15, leaking yellow corn at end of car near floor. Repaired by us.—E. H. Tiedeman, Tiedeman, Elvtr. Co.

I. C. 40060 was transferred Dec. 15, to G. T. P. 301582 in C. M. & St. P. yards at Freeport, Ill., owing to end of car being stove in. Car was loaded with oats but did not learn the destination or point of origin.—A. Young, sec'y B. P. Hill Grain Co.

## Argentine Corn.

Argentina is the great little disturber. That corn stream from South America is still flowing, gently flowing to the shores of our own U. S.

American corn holders are not at all happy about it. Argentine growers have in prospect a very abundant yield for 1914. They are selling freely of their old corn, with prices at a liberal level in North America.

New York reported arrival of 228,000 bus. Jan. 6 with more of it due. April shipments are offered at New York at 65c.

The new crop Argentine shipments begin in April and May and get under full headway in June and July. In the height of the season, as much as six or seven million is shipped every week. Record shipments may be expected the coming summer.

Argentine corn doesn't get far inland as a rule. It's mostly important for its effect on the seaboard demand. Cuts down requirements for our own stuff. Puts corn in the select "world proposition" class, heretofore reserved for wheat, the aristocrat of grains.—Southworth & Co.



# Crop Reports

Reports on the acreage, conditions and yield of grain and field seeds are always welcome.

## CANADA.

Regina, Sask., December.—In the review of the crop conditions for 1913 the Dept. of Agriculture reports: Wheat cutting was generally completed and threshing started in the 3d week of September; crop matured splendidly, escaping practically all damage. Almost entire crop was within contract grades and 75 per cent was threshed before Oct. 1. Rain and snow delayed the balance of the threshing until after Oct. 20, but did not damage beside a slight bleaching and a possible lowering of grade. The yield amounted to 5,760,249 bus. Total yield of oats 2,638,562 bus., barley 307,177 bus. and flax 967,137 bus.

Winnipeg, Man.—The final report of the Dept. of Agriculture & Immigration for this province shows that the acreage plowed this fall exceeds that of 1912 by 886,121 acres, amounting to 1,581,824 acres, against 695,406 acres last year. The acreage being over twice as large. The report also places the total grain crop at 178,775,946 bus., compared with 182,357,494 bus. in 1912, the decrease being due to the falling off in the oats production of nearly 7,000,000 bus. and in flax of over a million. Grain graded better than in 1912. The amount of wheat marketed Dec. 1 was almost twice as much as on Dec. 1, 1912. Over 700 correspondents give the total acreage of the province as 6,364,880 acres and the total yield 178,775,946 bus. Total acreage of spring and fall wheat, 3,141,218 acres, yield 62,755,455 bus.; oats, 1,939,723 acres, yield 81,410,174 bus.; barley 1,153,834 acres, yield 33,014,693 bus.; flax, rye and peas, 130,105 acres, yield 4,595,624 bus.

## ILLINOIS.

Sandoval, Ill., Jan. 6.—Wheat looking fine.—H. Hall Co.

Panola, Ill., Dec. 29.—Corn poor quality. Average 40 bus.—A. C. Kingdon.

Galesburg, Ill., Dec. 24.—Corn yield ½ crop; quality good.—E. Larimer, mgr. Farmers Elvtr. Co.

Paxton, Ill., Jan. 2.—Corn needs freezing weather to put it in shape to handle; most of it good quality; with good weather would shell out good; corn that did not come up until after the rain is soft.—Chas. Shelby.

Decatur, Ill., Dec. 29.—Condition of corn in territory east of here very bad. There is practically no No. 3 corn. One prominent broker is devoting his energies to buying rotten corn, paying 35 cents for it. A cash grain man is buying only ear corn and oats, shell corn being too dangerous. A country shipper east of here shipped a car of shell corn and received notice that the proceeds were not sufficient to pay the freight.—S.

## INDIANA.

Huntington, Ind., Jan. 3.—Corn fair quality; some is wet.—C. E. Bash & Co.

Burrows, Ind., Jan. 2.—Corn fairly good but not grading account excessive moisture.—T. J. Ryan.

Star City, Ind., Jan. 2.—Corn very damp; all grading No. 4 and sample.—J. C. Phillips, T. L. Reed & Co.

Delphi, Ind., Jan. 2.—Corn poor quality; none grading account dampness; yield 25 to 30 bus.—C. M. Kerlin & Co.

Wabash, Ind., Jan. 3.—Corn has excessive moisture, otherwise good quality; crop largest ever raised in this county.—Morrow Grain Co.

Alert sta. (Letts p. o.), Ind., Dec. 24.—Outlook for next year fine; large acreage sown last fall; plant looks fine.—Sam Kelly, mgr. H. Griffith.

Rockfield, Ind., Dec. 2.—Corn grading No. 4 and sample account excessive moisture; wheat looking fine.—H. J. Casley, mgr. Co-operative Elvtr. Co.

Ft. Wayne, Ind., Jan. 5.—We have many reports of fly in wheat. Personal observation shows many yellow fields; some farmers report not possible to have over ½ crop.—S. Bash & Co.

## IOWA.

Jacobs, Ia., Jan. 3.—Corn short crop.—L. A. Windhurst.

Kennebec, Ia., Dec. 31.—Crops a little below last year's average.—Sioux Grain Co.

Harlan, Ia., Jan. 5.—Winter wheat looks fine.—Webb McConnell, Green Valley Seed House.

Osceola, Ia., Dec. 23.—Wheat prospects finest ever seen here; large increase in acreage.—Curnes, Eddy & Co.

Chariton, Ia., Dec. 23.—Corn ¾ of crop; quality chaffy. Wheat looks fine and average increased 10%.—G. J. Stewart & Co.

## KANSAS.

Mannville, Kan., Jan. 8.—Wheat in this country never looked better.—Ward Salisbury.

Basil, Kan., Dec. 29.—Growing wheat in perfect condition; largest acreage ever sown.—J. R. Blake.

Clyde, Kan., Jan. 8.—Prospects for bumper crop coming season.—Chas. Mather, Mgr., Brandon Grain Co.

Joy sta. (Greensburg p. o.), Kan., Jan. 6.—Crop conditions about 90% on account of volunteer wheat; plenty of moisture; it will take unusually wet spring to bring some of wheat thru.—E. B. Smith, Joy Grain Co.

## MICHIGAN.

Lansing, Mich., Jan. 1.—In answer to the question, "Has wheat during December suffered injury from any cause?" 129 correspondents in the state answer "Yes" and 297 "No," and in answer to the question "Has the ground been well covered with snow during December?" all correspondents answer "No."—Frederick C. Martindale, sec'y of state.

## MINNESOTA.

Wheaton, Minn., Dec. 29.—We now have an established corn market, and the farmers are encouraged to raise more corn. The installation of a corn sheller in one of the elvtrs. is only a beginning but the rushing business resulting goes to show without a doubt that this part of Minnesota is a corn country.—R. B. Walker, agt. Crown Elvtr. Co.

## Final Estimate of 1913 Crops by U. S. Department of Agriculture.

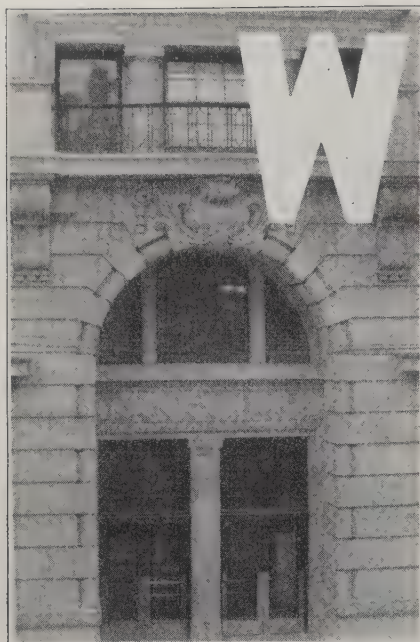
(000's omitted.)

State.	Corn.		Winter		W't.		Spring		Wh't.		(000's omitted.) Oats.		Rye.		Barley.		Buckwheat.		Flaxseed.		Hay.		
	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Tons.	
Maine	16	608			3	76	140	5,600							5	140	13	416			1,194	1,194	
N. H.	22	814			1	24	12	420							1	28	1	31			495	495	
Vermont	45	1,665			103	1,916	79	3,081			1	18	12	384	8	200					1,000	1,280	
Mass.	48	1,944					9	315			3	56					2	34			475	575	
Rhode Island.	11	402					2	52													58	68	
Connecticut	61	2,348					11	308			7	135					3	51			379	432	
New York	527	15,020	340	6,800			1,275	42,712	133	2,288	77	2,056	280	4,004							4,700	5,355	
New Jersey	275	10,862	80	1,408			70	2,030	70	1,260							10	220			361	469	
Pennsylvania	1,463	57,057	1,286	21,862			1,154	35,774	280	4,900	7	182	280	5,180							3,141	4,146	
Delaware	197	6,206	113	1,638			4	122			1	14					3	51			72	94	
Maryland	670	22,110	610	8,113			45	1,260	27	389	5	145	11	182							390	491	
Virginia	1,980	51,480	780	10,608			195	4,192	58	713	11	286	23	531							750	952	
West Virginia	732	22,692	235	3,055			115	2,760	17	230			38	798							740	925	
N. Carolina	2,835	65,282	605	7,078			46	230	30	4,485	46	474					9	174			320	419	
S. Carolina	1,975	38,512	79	972			360	8,460	3	32											210	244	
Georgia	4,066	63,023	140	1,708			420	9,240	13	124											250	350	
Florida	675	10,125					50	900													47	63	
Ohio	3,900	146,250	1,950	35,100			1,800	54,360	97	1,600	40	960	18	324							2,960	3,848	
Indiana	4,900	176,400	2,150	39,775			1,700	36,380	103	1,566	8	200	5	92							1,800	1,800	
Illinois	10,450	282,150	2,240	41,888			4,375	104,125	49	808	54	1,404	4	68							2,500	2,450	
Michigan	1,675	56,112	835	12,776			1,500	45,000	375	5,362	85	2,108	60	900							2,400	2,520	
Wisconsin	1,650	66,825	87	1,749			2,275	83,038	425	7,438	725	18,125	18	297							9	126	3,848
Minnesota	2,400	96,000	50	810	4,150	67,230	2,980	112,644	300	5,700	1,450	34,800	6	99	350	3,150	1,675	2,490					
Iowa	9,950	338,300	450	10,530	345	5,865	4,880	168,360	60	1,092	400	10,000	6	84	23	263	3,000	4,440					
Missouri	7,375	129,062	2,315	39,586			1,250	26,500	16	240	5	110	2	22	10	50	3,000	1,800					
North Dakota	375	10,800			7,510	78,855	2,250	57,825	125	1,800	1,275	25,500					1,000	7,200	340	388			
South Dakota	2,640	67,320	100	900	3,675	33,075	1,590	42,135	50	660	958	16,765					425	3,060	460	552			
Nebraska	7,610	114,150	3,125	58,125	350	4,200	2,250	59,625	120	1,740	110	1,760	1	20	9	54	1,250	1,675					
Kansas	7,320	23,424	6,655	86,515	55	468	1,760	34,320	45	630	240	1,944	1	10	50	300	1,500	1,350					
Kentucky	3,650	74,825	725	9,866			160	3,168	22	273	3	80									775	674	
Tennessee	3,350	68,675	700	8,400			300	6,300	17	204	2	50	3	45							900	1,039	
Alabama	3,200	55,360	32	374			325	6,662	1	11											210	286	
Mississippi	3,150	63,000	1	14			140	2,800													220	293	
Louisiana	1,900	41,800					45	990													160	240	
Texas	6,800	163,200	780	13,650			1,000	32,500	2	30	7	163									400	464	
Oklahoma	4,750	52,250	1,750	17,500			1,030	18,540	5	48	7	63									450	382	
Arkansas	2,475	47,025	101	1,313			240	6,360	1	12											320	384	
Montana	28	882	480	12,288	390	8,385	500	21,750	10	210	60	1,860											
Wyoming	17	493	40	1,000	50	1,250	220	8,360	1	76	13	396									660	1,188	
Colorado	420	6,300	200	4,220	260	5,460	305	10,675	20	340	100	3,250									480	912	
New Mexico	85	1,572	35	651	30	570	50	1,500			4	96					10	50			890	1,824	
Arizona	17	476	29	928			7	301													192	399	
Utah	10	340	200	4,600	65	1,820	90	4,140	12	204	30	1,155									135	540	
Nevada	1	34	16	368	23	713	11	473			12	492									390	909	
Idaho	14	443	310	8,494	200	5,600	325	15,112	3	66	180	7,560									705	2,044	
Washington	34	952	1,200	32,400	1,100	20,900	300	14,250	8	168	180	7,290									780	1,794	
Oregon	21	593	575	12,305	175	3,412	360	15,228	20	350	120	4,200									825	1,732	
California	55	1,815	300	4,200			210	6,636	8	126	1,275	33,150									2,400	3,600	
U. S.	105,820	2,446,988	31,699	523,561	18,485	239,819	38,399	1,121,768	2,557	41,381	7,499	178,189	805	13,833	2,291	17,853	48,954	64,116					



Chicago	68½	68	68½	68½	68½	68	67½	66¾	66½	65¼	65½
Kansas City	70¾	70½	71	70¾	71½	71¾	70½	70	69½	67¾	67¾
St. Louis	70¾	70½	71	70¾	71	71½	70¾	69½	68¾	67¾	67¾
†Liverpool			69	68½	67%	67¼	66½	65¾	66	64½	62%





# WINNIPEG

## The Center of Canada's Grain Trade

From the minute the Underwood tariff bill became a certainty, the grain dealers and millers of the United States began to figure on how the free admission of wheat and wheat products from Canada would affect the wheat and flour trade of the United States. The tariff bill became a law October 4th last, and since then we have imported over 23,000,000 bushels of oats, upon which a duty of six cents was paid for every 32 pounds. We have also imported some wheat, barley, and flaxseed, but the greatest interest has centered in the agitation of the farmers and grain dealers of the prairie provinces of Canada in favor of the abolition of the Canadian duties on United States wheat and wheat products, which would effect the suspension of the United States duties on wheat and wheat products imported from Canada. In other words, the repeal of the existing duties by the action of the Canadian Parliament would automatically establish free trade in wheat and wheat products between the two countries.

The sentiment of the prairie provinces, the great wheat producers of Canada, is almost unanimously in favor of the repeal of the duties on United States wheat and wheat products. Inasmuch as the repeal of these duties will not hurt the eastern provinces, there seems no grounds for thinking that free trade in wheat and wheat products between the two North American countries will not soon be an established fact. Wheat is a world product, and inasmuch as both North American countries have a surplus, the average price existing in local markets are controlled more by the foreign demand for their surplus than by any other factor. Every move of those identified with the government of Canada, for any person or organization whose views carried weight, have been watched with eagerness by American wheat handlers and millers for months in hope that they might foresee what the market had in store for them. The small variation in the market price of contract wheat between Minneapolis and Duluth and Winnipeg would seem to indicate that little wheat or wheat products would be moved across the international boundary line on the present crop, even though Canada does abolish its import duties on United States wheat and wheat products.

Had the long drawnout suspense re-

garding the removal of the import duties been settled long ago, the attention of United States grain dealers would have been centered upon Winnipeg and the Winnipeg controlled elevators at Fort William and Port Arthur, by reason of the receiving of over 150,000,000 bushels of grain in four months from cars and loading most of it into lake vessels for eastern shipment. No other grain port of the world is equipped with facilities for so quickly handling the entire crop. Naturally it made everyone connected with the grain trade of Winnipeg strain every nerve and muscle to perform the great task without serious blunder or loss. The railroads, which have expended vast amounts in the extension of new lines during recent years, have not failed to provide proper equipment for the prompt forwarding of grain at all country stations. The bankers, too, contribute largely to facilitating the movement of the largest crop Canada ever produced to market.

Winnipeg has long been acknowledged the commercial center of western Canada. Its bank clearings last year amounted to \$1,634,977,237, and \$695,473,778 must be credited to the four last months of the year. The building permits issued in Winnipeg last year showed a decrease of about \$2,000,000, the first to come in many years, but still permits were issued for buildings valued at \$18,621,650. The customs duties collected at Winnipeg last year amounted to \$9,909,918; the inland revenues \$1,354,313. The assessed valuation of property in Winnipeg for 1913 was \$259,419,520, or nearly four times its nearest competitor in western Canada. The city has a population of over 200,000 people, and while it has not extensive grain storage and handling facilities, it is recognized as the grain center of Canada, and from it is directed fully 85 per cent of the Dominion's grain trade.

### Winnipeg Grain Exchange.

The Winnipeg Grain Exchange, a voluntary Association of members, is the successor of the Old Winnipeg Grain & Produce Exchange, which held a charter from the Legislature of Manitoba, and which Charter against a protest of the Exchange was amended in such a manner by the Provincial Legislature that it destroyed the usefulness of the organization to the grain interests, and caused the abandonment of the charter and the reorganization of the voluntary association under agreement on practically the same lines as Lloyds, London, England.

The new exchange has been in existence for over five years, having its headquarters in the Grain Exchange building, which though originally the property of the old exchange, is now owned by the Traders Building Ass'n, a separate joint stock company, in which all the members of the old exchange received stock to the value of his equity in the property of the old association.

The exchange has several subsidiary organizations such as the Grain Clearing House, which institution clears all the trades of members each day, and affords perfect protection as between members on all existing contracts.

The Lake Shippers Clearance Association is another subsidiary organization, which acts as a clearing house for the terminal elevators at Fort William and Port Arthur, and enables a shipper, who has grain in several elevators, to surrender his documents for the total amount and have the same delivered from one or at the most two terminal elevators, this saves a great deal of time and effects great economy in shipping.

The exchange value for a membership is \$5,000, and there are at present 300 active members, most of whom are, of course, resident and do business in Winnipeg, but the list also covers a number of leading grain men in Eastern and Western Canada outside of Winnipeg, as well as in Minneapolis, Chicago, Duluth, New York and Liverpool.

The exchange is managed under a comprehensive set of by-laws, rules and regulations, by a president, vice president, secretary-treasurer and eleven members constituting the council.

Arbitration of disputes between members is a prominent feature of the value of this exchange. The exchange wires market quotations to Calgary, Montreal, Toronto, Duluth, Minneapolis, Chicago; and receives continuous quotations from the leading American markets, besides a cable service from Europe.

All the various interests of the trade are represented on the floor during 'Change hours, brokers, commission men, interior elevator owners, terminal elevator owners, exporters and others combined make a market.

### The Exchange Clearing Ass'n.

The Winnipeg Grain & Produce Exchange Clearing Association, was incorporated under letters patent of the Province of Manitoba, July 6th, 1901, but it was not until Feb. 1st, 1904, that the organization was completed, and the Ass'n actively taking care of the business of its members.

Its main purpose is set forth in Sections 1 and 2 of By-law 13 of the General By-laws and Rules of the Association, and is as follows:

Sec. 1.—All transactions made in grain during the day shall be cleared through the Clearing Association, unless otherwise agreed upon by the parties to the transaction, except that, on the last business day of every month, all trades made in grain for delivery that day must be certified to by the buyer, and handed in at the Association's office, by the seller, within five minutes after each trade is made; provided that the Manager shall have the right to refuse to accept any transaction presented for clearance through the Clearing Association, which in his opinion is not desirable, and shall in no instance on the last day of the month accept any trades for delivery that day, except they be handed in as above and before 11:30 o'clock A. M., ex-



cepting Saturdays, which shall be 10 o'clock A. M.; but in the event of a member deeming himself aggrieved he shall have the right to appeal to the Board of Directors. Upon the acceptance by the Manager of such transactions, the Clearing Association assumes the position of buyer to the seller, and seller to the buyer, in respect to such transactions, and the last settling price shall be considered as the contract price. All transactions presented for clearance shall be deemed accepted, unless the parties are notified to the contrary, by the Manager, on or before 9:00 A. M. on the following business day. Such notification may be given verbally, in writing or by posting on the bulletin board in the trading room of the Exchange, at the discretion of the Manager.

Sec. 2.—It shall be the duty of each member or firm making a transaction for future delivery of grain under the rules of the Association, to report such transaction by sending to the Clearing Association a memorandum of the same by 2:00 P. M. on the day on which it is made, and on Saturdays at or before 12:30 P. M.; such memorandum shall be in writing, and shall state on its face the date of the transaction, the quantity and kind of property covered by the same, the month of delivery, the price, and the name of the party to whom sold or of whom bought.

Each member or firm shall also figure all trades of the day (including all trades carried over from the previous day) to the closing market as posted on the blackboard, except that, when the price so posted shall be a "split," the lower half of the split shall be the price to which all transactions shall be cleared, and shall hand in to the Association office not later than 2:00 P. M., and on Saturdays 12:30 P. M., a memorandum showing the amount due him from, or from him to, the Clearing Association. When such memorandum shows a balance due to the Clearing Association, it shall be accompanied by a cheque for the amount payable to the Association. When a balance is due a member or firm from the Clearing Association, he or they shall attach to the memorandum a cheque for the amount, payable to his or their order, which will be signed by the Association at or before 2:30 P. M., and on Saturdays at or before 12:45 P. M.

It is absolute protection to the members and has a large surplus invested in Trust Funds for the security to members, that contracts accepted by the association will be carried out. Its officers are: President, S. A. McGaw; Vice Pres., E. W. Kneeland. Directors: C. Tilt, S. A. McGaw, W. H. McWilliams, A. C. Ruttan, E. W. Kneeland, D. D. Young, John Fleming, S. P. Clark, D. Morrison. Manager, Frank O. Fowler; Asst. Mgr., E. L. Cavanagh.

## The Option Trade.

The trading room of the Winnipeg Grain Exchange contains one pit, but that one is generally the scene of considerable activity, and especially so during the last four months of each year. The principal options dealt in are wheat and flax, and the volume of trade during the active season is very large. It is said that line elevator companies without exception hedge against each day's purchase the following morning. The quotations of trades made are quickly wired to all parts of the world by the three telegraph companies maintaining offices on the trading floor. The exchange has daily sessions from 9:30 a. m. to 1:15 p. m., and heavy trading is frequent on the floor, many million bushels of grain being bought and sold in the exchange during a day's session.

## The Grain Inspection Department.

The Dominion Government had control of the inspection of grain in the eastern provinces long before grain was grown in the west and naturally extended the work of the department to the western provinces when they began to ship out grain.

The western division of the grain inspection department is now the most important end of it, and its certificates re-

main unchanged throughout the Dominion except where a change occurs in the condition of the grain, or it is discovered that a shipment was plugged. When upon unloading a shipment it is found to be out of condition or plugged, a new sample is drawn by an official sampler of the department and if damp, heating, or out of condition, it is immediately sent back to the Chief Inspector at Winnipeg, who has it regraded and a new certificate of inspection issued.

The main lines of each of the three railroads crossing the grain-growing prairies of the western provinces pass through Winnipeg on their way to the east, and 95 per cent of all grain inspected at Winnipeg goes to Fort William or Port Arthur; the other 5 per cent goes to flour mills, Duluth, or to the eastern provinces all-rail. The C. P. R., which was the first of the railroads to penetrate the wheat fields, carries the lion's share of the grain. Next comes the C. N. R., with the G. T. P. R. R. a long, long ways behind. During the last four months of 1913 and of 1912 the grain received at Winnipeg aggregated, carloads, as follows:

	1913.	1912.
Wheat .....	100,652 cars	73,559 cars
Oats .....	22,313 "	12,674 "
Barley .....	8,721 "	6,244 "
Flax .....	8,522 "	8,363 "
Rye .....	52 "	8 "

A three-pound sample is drawn from each carload as it arrives in the inspection yards at Winnipeg and taken into the inspection yards office. Here it is checked against the way-bill and this data is sent with the sample, in a cotton bag which is packed in a wooden box, to the office of the Western Inspection Division in the Grain Exchange building, which is in charge of Chief Inspector, George Serls, a man who served the department for many years as a deputy inspector.

These samples are opened; the bags containing oats sent to one deputy, flax to another, and wheat to still others. By having the deputies specialize it is found that they become more expert in grading grain and seed. The deputy inspector marks the grade of each sample on an accompanying inspection sheet and writes his reasons for so grading. These sheets are passed to clerks who make out the inspection certificates, and copies of the inspection sheets are forwarded to the

grain inspection department at Fort William.

Upon arrival of the cars at Fort William or Port Arthur, the samplers card each car with the grades as shown by the grade sheet sent from the Winnipeg office. As soon as the deputy inspector has finished with his sample, it is given to a filling clerk who places a card bearing date and car number on the end of a square tin box and files each sample by the last number of the car number on large shelves so each sample can be quickly found. The original sample is always kept until the cars are unloaded, and generally for a month thereafter. Seventy per cent of the grain inspected at Winnipeg is wheat, so the deputy inspectors are called upon to give more attention to wheat than to other grains.

During the busy season, 179 men are employed in the inspection department at Winnipeg, Calgary and Duluth. Eighty-five of these are samplers; 14 are deputy inspectors. No one can act as a deputy inspector until he has passed an examination before the Board of Examiners, which is selected by the Board of Grain Commissioners from among the grain men. It is composed of six men; three may act.

All inspecting of grain is done in an office under uniform conditions of light, a north window light being used. The samples are handled upon sheets of heavy wheat-colored paper upon a table. Screens and testing kettles are used to determine the dockage on each sample.

The department keeps an inspector and four helpers at Calgary to grade all west-bound grain and so soon as the elevators now being erected at Saskatoon and Moose Jaw are completed an inspection force will be established at each point.

Ninety per cent of the receipts of wheat at Winnipeg the last four months of 1913 were contract grain, that is Nos. 1, 2 and 3. The rules governing the grading of all grain; down to and including No. 3 Northern, were fixed by the grain act of the Dominion Parliament and remain unchanged from year to year. The lower grades are fixed by the Grain Standards Board and changed only when deemed necessary.

The Grain Standards Board is composed of 26 men, who are appointed by the Board of Grain Commissioners upon recommendations of Boards of Trade and Grain Exchanges, and they serve until their successors are duly appointed.

The Survey Board takes the place of what is known in most markets as the "appeals board." Shippers who are dissatisfied with the grading of their grain are referred to the Chief Inspector, and if after he has rendered his decision, they are still disgruntled, they then appeal to the Survey Board. Its decision is final. This board is selected by the Board of Grain Commissioners from the grain dealers of the Winnipeg Grain Exchange. It is composed of eleven men, but only three sit in any one case. Those appealing from the decision of the chief inspector must deposit three dollars per car with the secretary of the appeals board. If the inspection is sustained, the fee deposited is divided among the three committeemen. If the appellant is sustained, the three dollars is refunded, and the inspection department is assessed three dollars for the use of the Survey Board.

## The Registration Department.

In 1908 the members of the Grain Exchange recognized the necessity of providing for the registration of grain



Geo. Serls, Winnipeg, Man.  
Chief Grain Inspector.



stored in public elevators and at that time established a registration department. In September, 1912, this department was taken over by the Board of Grain Commissioners.

It keeps a complete record of the receipts and shipments of grain by the public elevators at Fort William and Port Arthur in its Winnipeg office, the weights and grades of the grain received each day by each of the public elevators being supplied daily to Deputy Registrar W. T. Todd by the Grain Inspection Department.

Warehouse receipts have no value at the bank or in the market unless they bear the stamp of the registration department. Receipts for grain which has been taken from storage in public elevators must be presented to the Registrar for cancellation within twenty-four hours of its loading out. As the grain is removed from any public elevator, the chief grain inspector notifies the Registrar, who sees to it that the receipts are promptly brought in for cancellation. A fee of four cents per thousand bushels is charged for registration and four cents a thousand bushels for cancellation.

The Registrar maintains a branch office at Fort William for the registration and cancellation of grain handled through some houses, but all records are kept at the Winnipeg office.

### The Board of Grain Commissioners.

The Board of Grain Commissioners is composed of three men appointed by the Dominion government and this Commission has control of all the inspection and weighing of grain in Canada, and appoints, upon the recommendation of the chief inspector, men who have passed the rigid examination for grain inspectorship. At present the Commission is composed of Chairman Dr. Robert Magill, an ex-college professor, W. D. Staples, an ex-member of parliament, and J. P. Jones, an ex-superintendent of terminal elevators.

The commission also strives to adjust differences between shippers and receivers and between shippers and the railroads. It issues licenses to all operators of grain elevators, its only source of revenue being from license fees and inspection fees. Its charge for a license to a country elevator is five dollars per year and twenty-five dollars per year for terminal elevators. Its fee for inspecting grain is fifty cents per car; weighing thirty cents per car.

Country elevator operators are required to file a bond with the commission to make quarterly reports of the amount of grain handled, the amount of storage certificates issued, and the amount of grain on hand. The terminal storage elevators make reports daily. They are required to file a heavy bond as a guarantee that they will make good all storage certificates issued.

The commission is represented at Winnipeg by M. Snow, who gives much of his time to harmonizing different interests and adjusting disputes. This service is performed without charge or compensation.

### Line Elevator Company Headquarters.

Winnipeg has always been headquarters for the line elevator companies of Western Canada. At present thirty-four companies have their head office in Winnipeg; thirty-one of them are located in the Grain Exchange Building, and during the shipping season they operate 1,425 country elevators. It is said

that each morning every line house manager sells for future delivery all grain bought at his elevators the day before, thus protecting the company against loss due to market changes before the grain can be hauled to market.

### The Northwest Grain Dealers' Ass'n.

The Northwest Grain Dealers Ass'n, which has always made its headquarters in Winnipeg, was organized in 1899 as the Northwest Elevator Ass'n, with William Martin as president and J. A. Thompson secretary. W. L. Parrish served as secretary one year and was succeeded by Frank O. Fowler, who has been acting secretary since June, 1902. The name of the organization was changed at its general meeting in August, 1901, to the Northwest Grain Dealers Ass'n. In 1905 it was incorporated, under a special act of the legislature, and has since been operated as a joint stock company.

Operators of country elevators only are eligible to membership in the organization. It has approximately two hundred members, operating about 1,700 country elevators. The association holds special meetings as occasion may require, and in August of each year holds a general meeting to which all members are invited. The directorate of the organization is composed of five Winnipeg members, to facilitate the prompt holding of conferences and without expense.

This association has taken a step in advance of the work of some of the older organizations in that it makes a specialty of supplying members with gasoline and oil, which it buys in large tank cars and ships to members at any station as needed, at cost. The association owns a large number of steel drums in which it ships out these supplies. When empty these drums are returned to the distributing station at Winnipeg, where they are inspected and kept in usable condition.

Certain lines of machinery repairs not carried by Winnipeg dealers, are carried by the association for the convenience of members. It also acts as a purchasing agent for country members for any supplies they may need from time to time.

One of the most useful functions of the organization to the trade is the daily sup-

plying to members, during the last four months of each year, with the market value of grain at Fort William. These prices are wired to one buyer at each point. This buyer lets every other buyer read the telegram and write his name on the back of it; then it is returned to the sender as evidence that each one has been supplied with the information.

At one time the stock company fire insurance companies became so greedy the association canvassed the fire insurance situation with the intention of establishing a mutual fire insurance company. Experienced men were employed with this end in view, but the old line companies learned of the plans and quickly reduced their rates to a figure that made a mutual company unnecessary. So the association abandoned its idea of trying to save money for members by writing their fire insurance.

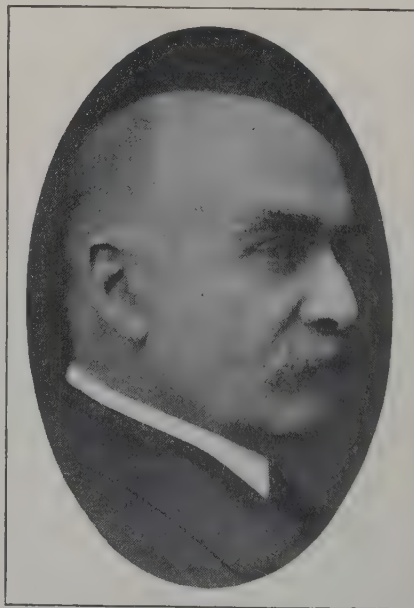
The association has secured many concessions from the railroads which facilitated the economical handling of grain and reduced the cost of getting it from producer to consumer. The association has a leaky car department and at the beginning of each season supplies each member with leaky car report blanks which are sent to agents everywhere with strict instructions to report promptly to Mr. Fowler all cars seen leaking grain. These reports are duplicated and supplied to each member promptly so as to facilitate collecting for any grain which may have been lost by the railroad in transit.

The trade has complete confidence in the ability and integrity of its secretary and through his foresight an organization has been built up which looks after the interests of members fearlessly, systematically, and thoroughly. It is natural that few men in the prairie provinces attempt to conduct a grain business without joining the association. Mr. Fowler has made the assistance of the organization so helpful to every operator of a country elevator that none can afford to attempt to do business without membership.

### The Winnipeg Grain Exchange Building.

The Winnipeg Grain Exchange building, erected several years ago, was supposed to supply sufficient accommodations for the exchange for many years to come. The rapid growth of the grain business of Winnipeg has exceeded the expectations of the Traders Building Ass'n. The grain exchange members were pressed for more room, with the result that an annex has only recently been completed, greatly increasing the office capacity of the building, but still it does not afford the room needed and sought by members of the Exchange. Additional ground has been purchased and the building will be extended next year so as to cover half a block. As it fronts on three streets and an alley, it will always be well-lighted and well-ventilated.

The stock of the Traders Building Ass'n, which was organized by the old Winnipeg Grain & Produce Exchange, was at that time equally divided among members of the exchange. The additions to the membership have been so numerous during recent years that at present only about one-half of the members have stock in the Building Association. Complying with the demands of the Board of Grain Commissioners, the Grain Exchange arranged with the Building Association for a large sample room where samples of grain will be exhibited on sample tables, as is done in every



M. Snow, Winnipeg Representative,  
Board of Grain Commissioners.



grain exchange in the United States. At present most of the grain marketed in Winnipeg is sold by grade, only the no grade grain being handled by sample, the consignee selling it by going from office to office about the building.

The new sample room has a high ceiling and is well lighted by twelve large windows, a view of which is shown in our engraving herewith. The trading hall, which is connected with the sample room by two large doors, contains one pit, but this is generally well filled with traders. It has a high ceiling, is well ventilated, and at one end are posted continuous quotations from Minneapolis and Chicago and frequent quotations from other markets of the world. On one side of the room is located the booths of the three telegraph companies and on the other, seats for members. On the same floor is a reading room and smoking room, where members find relaxation in an occasional game of checkers or dominoes.

## LAKE SHIPPERS' CLEARANCE Association.

BY A. C. RUTTAN.

On its way to the seaboard the product of the Western Canadian wheat fields for the most part moves over the prairies past Winnipeg to the head of Lake Superior. There in Fort William some thirty years ago was erected the first grain elevator for storage purposes. As years went by and the volume of each crop exceeded its predecessor the storage facilities of the twin ports, Fort William and Port Arthur, were added to from time to time. While in the early days the matter of dispatch to the few vessels plying into these ports for grain cargoes was not of such moment, yet with the multiplicity of tonnage required and the increasing number of independent elevators, it became apparent, as far back as 1906-1907 that some definite arrangement to prevent the serious delay to grain carrying vessels in securing their cargoes was very desirable. It was felt that some co-operative effort on the part of both Marine and Grain-shipping interests to obviate this delay to vessels and the resulting additional rate to shippers should be feasible.

The matter was informally discussed by

various interests for some time. Mr. W. B. Lanigan, the well-known freight expert of the Canadian Pacific Railway, was one of the first to suggest a clearing house of grain interests for such a purpose. Definite action though on the part of the grain trade was not taken until July, 1909, when a committee was appointed by the Winnipeg Grain Exchange to report definitely on some feasible line of action in this respect. This Committee, after considering the matter thoroughly, reported favorably on the possibilities of a clearing house for warehouse receipts being readily organized and operated. The first meeting of Grain Shippers with this purpose in view was held on July 21st, 1909, when the project was definitely launched and shortly afterwards the Lake Shippers' Clearance Ass'n became an active body.

A UNIQUE FEATURE of this organization has been the co-operation betwixt both shipping and marine interests. At the same time that the shippers in the Winnipeg Grain Exchange took definite action, various prominent members of both the Dominion Marine Ass'n of Canada and the Lake Carriers Ass'n of the United States canvassed the shipping trade for their active support to the project. At a meeting of the Dominion Marine Ass'n held in Toronto, Aug. 19th, 1909, that body gave its official endorsement to a scale of charges to be paid by grain vessels loading at Fort William and Port Arthur, based according to the number of elevators at which cargoes were taken. Simultaneously with this the grain shipping interests mutually agreed to pay into the Association the customary tariff that had been previously given to independent grain agents at the Lake front. It was deemed feasible to launch this new organization and it accordingly opened for business early in September, 1909.

THE ORIGINAL PROSPECTUS STATED: "The object of the Association shall be to provide facilities by means of a Clearing House for documents or otherwise to expedite the loading of vessels at Lake port terminals at Port Arthur and Fort William and generally to promote the common interests of its members."

On account of the numerous terminal elevators and the fact that shippers invariably in purchasing cargoes had to take

wheat in several or all of them, delay in arranging cargoes was inevitable without such collocating or clearing of stocks in each house as would best lessen the necessity of vessels making trips from one house to another.

The captain of the vessel takes his instructions from the agents of the shippers who have chartered the boat, and the Lake Shippers Clearance Ass'n is the agent for practically every shipper operating out of Fort William. The Ass'n also acts for the vessel as well, in many cases, unless the boat happens to have a special agent of its own at the lake front. The Ass'n is not concerned with the amount of wheat in various elevators save in a general statistical way.

Say five different firms have shipments pending of varied amounts of wheat, all No. 1 northern grade. Style the firms respectively A, B, C, D, E. Assume that A intends to ship 80,000 bus., and has documents for 40,000 in the C. P. R. elevators, 20,000 bus. in Empire elevator; 10,000 in the Consolidated, and 10,000 in Ogilvies; that B has vessel space for 50,000 bus. No. 1 Northern, with documents for 10,000 in C. P. R., 31,000 in Port Arthur elevator and 9,000 bus. in Consolidated; C space for 40,000 bus. with 10,000 bus. in C. P. R., 15,000 in Empire, 10,000 in Port Arthur elevator, 11,000 bus. in Consolidated and 3,000 bus. in Ogilvies; D space for 70,000 bus. with 10,000 in C. P. R., 5,000 in Empire, 4,000 in Port Arthur elevator, 10,000 in Consolidated, and 41,000 in Ogilvies; E space for 60,000 with documents for 10,000 in C. P. R., 10,000 in Empire, 4,000 in Port Arthur elevator, 30,000 in Consolidated, and 6,000 in Ogilvies. Without a process of clearing, A's vessel would have to take cargo at four different elevators; B's vessel at three; C's at five; D's at five; and E's at five. Assuming that these orders and the accompanying documents were filed at comparatively the same time, the Clearing House Manager, after a brief analysis of the warehouse receipts at his disposal, would send A's vessel to the C. P. R. elevator; B's to the Empire; C's to Port Arthur elevator; D's to Consolidated, and E's to Ogilvies, and in that way each vessel could get a load from one house only.

The rules provide that the Ass'n shall receive from the members warehouse receipts for grain intended for shipment, together with statements of same on the forms and in the manner prescribed by the officers of the Ass'n. Accompanying such warehouse receipts and statements, or at any time thereafter, the member shipping shall hand to the Ass'n the shipping instructions, specifying as the case may be, the name of the vessel, the probable time of loading, and the grades and quantities of grain to be loaded.

No order for shipment shall be acted upon by the Ass'n unless and until the order is fully covered by the shipper with the necessary documents in the hands of the Ass'n. Each member of the Ass'n on delivering warehouse receipts to the Ass'n shall receive the Ass'n's receipt therefor, and such receipt and the Ass'n's liability thereunder shall be redeemed and cancelled upon the delivery to such member, his banker or agent, of lake or rail Bs/L, or warehouse receipts for equivalent quantities and grades of grain. Members shall pay to the Ass'n on demand all storage and other charges that may have accrued against documents surrendered by them up till the time the member's shipment is made or he receives equivalent documents in return, provided



Well Lighted Sample Room of Winnipeg Grain Exchange.



always the member delivering documents with unexpired free storage shall get the benefit thereof.

Right from the start this co-operative method of arranging shipments proved a great success and developed possibilities beyond the expectations of its charter members. At the close of its first year of business the management was able to report shipments by vessel of 47,216,467 bus. of Wheat, 17,416,717 bus. of Oats, 2,249,689 bus. of Barley, 2,613,263 bus. of Flax or a total of 69,496,136 bus. The all-rail shipments handled by the Association totalled 4,944,344 bus., making a grand aggregate for the first season of 74,440,480 bus.

The second year's operations represented a more favorable amount of business and the grand aggregate of same was 82,065,629 bus. of grain.

THE THIRD SEASON made a very substantial advance on previous records, the total amount handled in various ways amounting to 134,652,488 bushels.

On account of a great deal of grain during the last several years having been taken during the winter months by both the Canadian Pacific and Canadian Northern Railways to Duluth and stored there "in bond," the Directors decided to establish a branch office in Duluth for the purpose of looking after the shipments of members of the Association carrying Canadian stocks in bond in the various terminals at that port and also in West Superior. The broadening of the activities of the Association is well covered by reports delivered at the Annual Meeting in Winnipeg, Aug. 18th, 1913. In this connection the following citation from the address of the General Manager, Mr. F. W. Young, might very fittingly be quoted:

"During the past year the Association shipped 1,326 cargoes by vessel. The total quantity shipped of all kinds of grain amounted to 155,335,881 bus. out of the crop of 1912, as against 134,653,000 bus. out of the crop of 1911, 82,065,000 bus. out of the crop of 1910, and 74,440,000 bus. out of the crop of 1909, the quantity shipped this year being over twice as much as the quantity shipped out of the 1909 crop.

"In addition to the quantity of grain actually shipped, the Association handled transfers aggregating 13,698,977 bus. These figures show the appreciation by the trade of the advantage of using the Association transfers, and are ample evidence of the advantage of delivering grain by transfer as against delivering actual warehouse receipts. This would be materially increased if the transfers were made deliverable on the option.

"In handling the crop of 1911 a considerable quantity had to be forwarded through Duluth owing to congestion at the Canadian head of the lakes. The fact that the 1912 crop was a much larger one and the facilities of the Canadian lake ports not materially increased, presented a problem that called forth the best efforts of all concerned in the forwarding of the crop.

"The Board of Grain Commissioners took the matter up energetically. The Government was induced to spend a large sum of money in keeping the harbor open until late in the fall, and again in opening it early in the spring. Arrangements were made to have a large quantity of floating tonnage winter at the port available for winter storage, and arrangements also made under which United States boats would have the option of delivering their cargoes at Canadian ports in the spring. These arrangements were taken advantage of by the shippers, and this, combined with the extraordinary work done by the railroad companies, resulted in a much smaller quantity of the 1912 crop being forwarded through Duluth than was forwarded of the crop of 1911, notwithstanding the fact that the 1912 crop was a much larger one."

IN LESS THAN FIVE YEARS this project has passed from the experimental stage to that of a vital necessity in the Canadian grain forwarding business. Modeled as it is in a fashion after the Clearing House of grain transactions of the Winnipeg market and also indirectly operat-

ing under routine somewhat similar to the Bankers' Clearance Ass'n in every centre, yet this organization has fashioned for itself new possibilities from time to time. The offices in Winnipeg are large and commodious and a very competent body of clerks take in hand the deliveries of its members accompanied by their instructions re shipments, and transit same to the Fort William Agency where the vessels report for loading instructions and are given their assignment at the various elevators in Fort William and Port Arthur.

On account of the tremendous business passing between these respective offices, it was found very desirable a year ago to arrange for a special wire communication to connect the Head Office in Winnipeg and the office in Fort William. This special wire has proved of tremendous value to both shipping and grain interests, and although Winnipeg is over 400 miles away from the lake front, all the detail of special loading can be followed right from the Winnipeg Exchange by means of the splendid wire communications.

The Association undertakes all phases of work and handles the orders for all rail shipments during the winter months just as effectively as it does the shipments made by water during the season of navigation.

The unity of the members, so to speak, embodied in this Association has gone far towards increasing the possibilities, both during the rush incident to closing days of navigation, as well as throughout the winter season when the carlot all-rail movement is current. A brief analysis of the following figures will readily demonstrate this feature:

**Boats cleared by the L. S. C. A. last five days, November, 1913.**

Nov.	Boats.	Wheat.	Oats.	Barley.	Flax.
26...	11	2,036,000	580,000	.....	.....
27...	12	1,805,000	1,215,000	.....	.....
28...	14	2,485,000	555,000	437,000	104,000
29...	8	1,144,000	575,000	.....	.....
30...	29	2,840,000	2,101,000	507,000	310,000

74 10,310,000 5,026,000 1,044,000 414,000  
Total cleared for five days, 74 boats with 16,794,000 bushels.

**Boats cleared December 1st to 5th, inclusive**

Dec.	Boats.	Wheat.	Oats.	Barley.	Flax.
1....	8	1,520,000	270,000	.....	.....
2....	4	200,000	348,000	.....	246,000
3....	8	1,225,000	180,000	.....	240,000
4....	18	2,134,000	1,267,000	335,000	.....
5....	4	486,000	.....	70,000	583,000

42 5,565,000 2,065,000 405,000 1,069,000  
Total cleared five days December, 42 boats with 9,104,000 bushels.

**WAREHOUSE REGISTRATION.**—Shortly after its organization the Lake Shippers Clearance Association recognizing that the registration of warehouse receipts issued by the various Terminal Companies was desirable, the Association acceded to the request of the Council of the Winnipeg Grain Exchange and took over this work, which had been started shoddy previously by the terminals themselves. For several seasons, on the appointment of the Winnipeg Grain Exchange and at the request of the Minister of Trade and Commerce of Canada, this body acted as Registrar and maintained an efficient audit of all grain unloaded into and shipped out, either by vessels or cars from the terminals at the Lake front. This work was conducted in an excellent and up-to-date fashion until after the formation of the Board of Grain Commissioners for Canada, when it was decided by the Board that this audit would be carried on by Government officers, and the records of the Association and its methods for conducting this work were

placed at the service of the Chairman of the Commission.

The Association while continuing to levy the fees originally determined with but little modification, has built up a substantial surplus account, and like its sister organization, the Winnipeg Grain Exchange Clearing Association (grain transactions), is regarded as a most stable and important factor in the Winnipeg grain trade. It is only fitting that reference should be made to a few of those intimately connected with the development of this Association.

The first president of the body was Mr. John Fleming, who for three years acted as presiding officer and to whose active interest is due in no small measure its success. Mr. Fleming was personally the originator of the system of deposit which made the matter of volume of business handled by the Winnipeg Office so readily feasible. Associated with Mr. Fleming in the work of the early organization was Mr. A. K. Godfrey, who for the first three years acted as Treasurer of the Association, and in that capacity passed on all the methods of accounting. Already recognized as one of the foremost authorities of grain accounting methods, Mr. Godfrey gave freely of his time and energy to excellent purpose in moulding the office machinery of the organization. Mr. Capel Tilt, who was the first Vice-President of the Association, and for the last several seasons has been presiding officer, was another strong factor in its success. Mr. Tilt was the chairman of the original committee from which the present organization sprung. Having for many years been closely identified with the Grain Clearing House in the Winnipeg Option Market, Mr. Tilt brought to this newer organization a ripe experience and decided talent for organizing and perfecting an institution of the type. Known personally to all members of the Canadian Grain and Shipping trade, and many also of those across the border, Mr. Tilt has been particularly fortunate in maintaining the cordial relations with both the grain members of the body and their mutual supporters, the grain carrying members of the Dominion Marine and Lake Carriers' Associations. The present season promises to round out another very successful year under the Presidency of Mr. Tilt.

"Of the men behind the guns," a great deal can be said on the very excellent work carried on by the General Manager of the organization, Mr. F. W. Young. Mr. Young joined the Association immediately after its formation. Despite the handicaps of the first season in the way of inadequate office premises in both Fort William and Winnipeg, an insufficient grain staff and all the various minutiae of detail that had to be arranged and provided for, Mr. Young was able to present a most excellent report at the close of the first year and to embellish annual reports since with additional data showing increased business and enlarged usefulness to its members. The Managers of the offices in Fort William and Winnipeg have been associated with the Association for sometime.

Mr. J. A. Speers, manager of the Fort William branch, had had a number of years' experience in the handling of marine work at Fort William prior to joining the Fort William staff of the Association. Mr. Speers has contributed largely to the effectiveness of that unit and his trojan efforts during the trying times incident to the close of navigation each year have been very gratefully remembered by



both shippers and marine interests alike. Though only a young man Mr. Speers is very favorably known to a very large percentage of the Masters of vessels on the Great Lakes and is deservedly popular with all.

Mr. A. E. Spendlove, Winnipeg Manager, was formerly an officer of the Dominion Bank and to the complicated detail of the Winnipeg branch brought a marked ability for office organization. It is generally recognized in the Winnipeg Grain Exchange that there is no office in which the detail of grain accounting has been brought to a higher state of excellence than in the head office of the Lake Shippers' Clearance Ass'n.

The membership of this body comprises practically the entire grain shipping trade of both Western and Eastern Canada. There are some sixty different grain firms on its roll of members. Any grain firm recognized as a member of the Winnipeg Exchange is eligible for membership in this Association and the Association itself is registered as a member of the Winnipeg Grain Exchange.

## The Canadian Flax Crop.

BY CHAS. H. THORNTON.

The Canadian crop of flax for the year 1913 was rather disappointing in yield per acre and, because of the reduced area seeded to this grain in 1913 the total crop is materially smaller than the crop for the previous year. Pre-harvest estimates of the crop figured it to be somewhat around 12 or 13 million bushels, but judging from the movement for the four fall months, the total will probably reach 15,000,000 bushels, compared with something over 24,000,000 on the crop of 1912.

It will be remembered that the big crop of 1912 was forced to find a market in competition with the record making crop of Argentine harvested in December, 1912; also the record making crop grown in the United States the same year, and large supplies furnished from India which were forced on the market because of the financial stress in that country.

This crop of 1913, however, finds the United States with a crop of less than 18 million bushels, compared with around 31 to 32 million raised in 1912, a promise from India of less than 50% of what was shipped during the past year and a promise from Argentine of not over 70 to 75% of what was shipped during the year 1912. Another important feature of the immediate future is the discovery, something over a year ago, of a process by which oils can be hardened for use in making toilet soaps and during the past year plants to utilize this process have been in course of erection in various European centres, some of these plants being completed and now using linseed oil.

Reliable information from European correspondents advise that during the year 1914 this process will utilize linseed oil that will require upwards of 15 million bushels to produce this in addition to various other oils which are somewhat cheaper in price than linseed oil.

It is reasonable to assume, therefore, that the price of flaxseed during 1914 will rule considerably higher than during the past fifteen months, a result greatly to be desired as it has long been a demonstrated fact that flaxseed under \$1.50 per bushel is not a profitable crop for producers.

## Western Canada's 1913 Grain Crop.

The grain crops of Western Canada for 1913 have been estimated by numerous authorities and others; and it is still too early to arrive at any closely accurate figures. However, the agricultural departments of Alberta, Saskatchewan, and Manitoba have issued bulletins giving their estimates of the crops. The figures, in bus., are as follows:

	Alberta.	Saskatch'w'n.	Manitoba.	Total.
Wheat	20,395,952	112,369,405	62,755,455	195,520,812
Oats..	49,418,070	110,210,436	81,410,174	241,038,680
Barley	10,547,544	9,279,263	33,014,693	52,841,500
Flaxseed	715,231	11,654,280	1,301,278	14,670,789

Total 81,076,797 243,513,384 118,481,600 504,071,781

Practically all of the grain of Western Canada which goes to market moves thru Winnipeg. The following statement of grain inspected at this market during the period Sept. 1 to Dec. 31, 1913, compared with this period last year, will give a good index of the comparative size of the 1913 crop:

	1913.	1912.
Wheat .....	115,748,800 bus.	82,753,875 bus.
Oats .....	43,490,850	24,714,300
Barley .....	11,788,200	8,117,200
Flax .....	9,374,200	8,781,150
Rye .....	52,000	8,000
Screenings .....	33,000	0
Total .....	180,487,050	124,374,525

To the above figures should be added the amount of grain on farms and the grain in country elevators and in transit. No accurate estimate of the amount of grain on farms on Dec. 31 is available; but the railroads placed the amount of grain in store in country elevators west of Winnipeg on Dec. 29 at 33,553,000 bus. Officials of the Canadian Pacific estimate that there was 13,198,000 bus. of wheat and 6,368,000 bus. of other grain, total 19,566,000 bus. at stations on their line on that date; and Canadian Northern officials estimate the grain at their stations at 11,387,000 bus. The Grand Trunk Pacific could furnish no figures but suggested that the grain in elevators on their lines amounted to 1,600,000 bus.

CANADIAN OATS movement to the United States, under the present reduced duty, is not without precedent. In 1909 the United States imported 6,666,989 bus. of oats valued at \$2,651,699.

RECORD WHEAT yields in Western Canada were established by Arthur Bransdon, Ruttan, Sask., who harvested 49 bus. per acre of red fife wheat from one field and 52 bus. per acre of marquis wheat from another field.

## ILLINOIS GRAIN CONTRACT.

A form for a grain contract that will properly protect the elevator man and comply with the requirements of the Illinois Public Utilities law has been drawn up by a com'te of the Illinois Grain Dealers Ass'n and has been approved by its attorney. This form is reproduced herewith:

IN CONSIDERATION of the permission given me to store free of expense to me ..... bushels of ..... in the elevator of ..... at ..... Ill., I do hereby expressly agree to sell the above-mentioned grain to ..... within thirty (30) days from date hereof; and if I fail to sell the grain within thirty (30) days, the said ..... are hereby authorized to enter up the aforementioned grain at the market price for such grade and grain on the thirtieth (30th) day from date of this article of agreement.

The said ..... are not required to keep the above grain in a separate bin, nor keep it insured, nor will the ..... be liable for anything but gross negligence.

The said ..... in consideration of the agreements above contained, do hereby agree not to charge storage for said grain while it remains in said elevator.

The said ..... agree to pay the market price of grain of like grade and quality any day within (30) days from date.

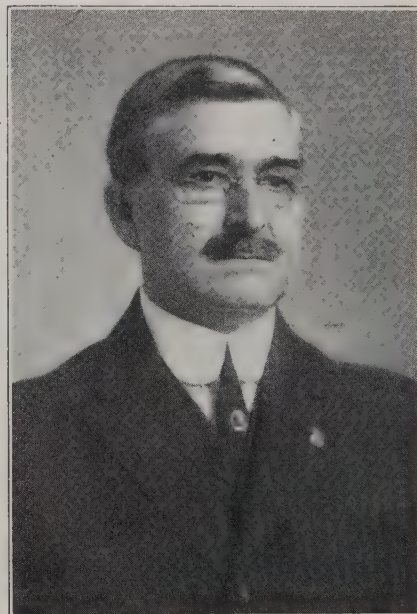
WITNESS our hands and seals this ..... day of ....., A. D. 19.....

## A. L. ERNST, PRES. OF KANSAS CITY BOARD.

The election of A. L. Ernst of the Ernst-Davis Grain Co., to the presidency of the Kansas City Board of Trade is a fitting acknowledgment of his sterling qualities.

Mr. Ernst arrived at Kansas City on May 30, 1888, at the age of 28. Two years later he became connected with the grain business; and in 1891 he became a member of the Olson-Ernst Grain Co. The death of Mr. Olson in 1896 forced the reorganization of the company; and for five years Mr. Ernst did business as the A. L. Ernst Grain Co. In 1901 George H. Davis became a member of the firm; and the firm name was changed to the Ernst-Davis Grain Co.

A fotograf of Mr. Ernst accompanies this article.

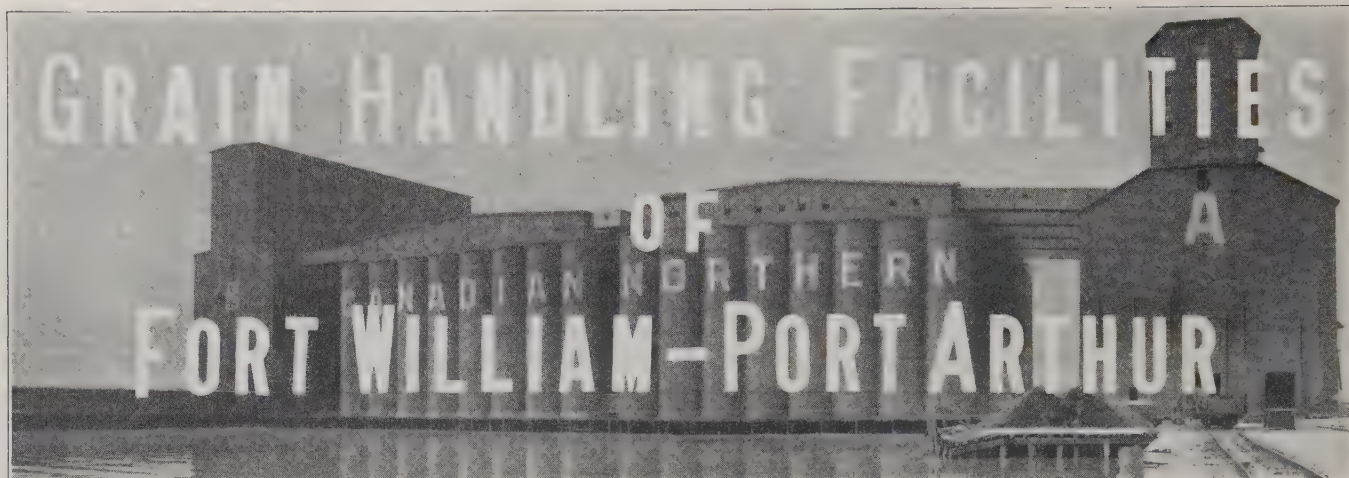


A. L. Ernst, Pres. Kansas City Board of Trade.

THE CHICAGO Board of Trade directors recently resolved to contribute \$2,000 to the legislative fund of the Grain Dealers National Ass'n, thereby giving one-fifth of the amount the Ass'n hopes to raise from the grain exchanges of the country for the purpose of enabling its legislative com'te to stay at Washington. The Peoria Board of Trade has contributed \$200; the Nashville Grain Exchange, \$200; and the Cairo Board of Trade, \$100. The generous manner in which the exchanges are responding to the appeal for funds indicates that the markets are realizing the necessity of keeping Congressmen informed on the merits of proposed legislation.

(Seal)  
(Seal)





**TRANSPORTATION.**—Carriage by water is so much cheaper than rail transportation that when both methods of freighting must be employed in the movement of the same commodity the point of transshipment from car to boat is always located to make the rail haul as short as possible. In the path of grain from Western Canada the most westerly harbor on the Canadian side of the boundary is that of Fort William-Port Arthur, reducing the rail haul from Winnipeg to 426 miles.

Western Ontario is an unexplored wilderness of lakes, rock and timber, settlers preferring the easily cultivated prairies of Manitoba, Saskatchewan and Alberta, placing Winnipeg just within the eastern border of the grain growing country. Winnipeg, the point of concentration, and Fort William, the point of transshipment, are connected by three routes of railway, the Canadian Pacific, Canadian Northern and Grand Trunk Pacific, the C. P. R. having a double track.

First in the field, the Canadian Pacific laid its tracks into Fort William along the Kaministiquia River and Thunder Bay, the Canadian Northern farther back, but reaching the water directly at Port Arthur, while the Grand Trunk Pacific found ample terminal water frontage directly on the entire south bank of the Mission River outlet of the Kaministiquia, as shown on the map of the twin cities given herewith. Altho the interior of the country is rocky and not favorable to railroad construction, Fort William is a level plain several miles in extent created by the alluvial deposits of the river in sheltered Thunder Bay, giving admirable sites for elevators, docks and railroad yards. The location of each of the 27 elevators is shown on the map herewith.

The grain traffic originates on the 12,766 miles of railroad in the prairie provinces, Manitoba having 4,014, Saskatchewan 5,679, and Alberta 3,073 miles at the beginning of 1913. During the last year 600 more miles were added. Of this trackage 5,905 are operated by the Canadian Pacific, 4,679 by the Canadian Northern, 2,020 by the Grand Trunk Pacific. The relative proportions of the crop handled by the different railroad systems is shown by the total of inspected receipts for the last four months of 1913 the C. P. R. hauling 78,050 cars, against 40,870 for the C. N. R. and 16,476 for the G. T. P.

**GRAIN TRAFFIC.**—Receipts of grain at Fort William-Port Arthur for the period Sept. 1 to Dec. 26 aggregated 150,-

821,287 bus.; against 89,863,000 for the corresponding period of 1912. Shipments were 137,656,185 bus., against 81,109,000 bus. for the corresponding period of 1912. Thus, the in and out handling of grain at Fort William the past fall aggregated over 288,000,000 bus.

The receipts were divided among the public elevators as shown in the following table furnished by the Board of Grain Commissioners, covering receipts from Sept. 1 to close of navigation:

**PUBLIC ELEVATOR RECEIPTS.**

	WHEAT.	OATS.	BARLEY.	FLAX-SEED.
C. P. R. ....	18,359,717	1,695,411	1,014,495	1,691
Pt. Art. ....	17,382,890	4,338,381	2,301,997	1,248,783
Empire ....	12,996,979	4,293,369	1,553,288	1,062,593
G. T. P. ....	11,046,320	5,337,525	657,980	633,976
Grn. Grow. ....	10,176,832	1,898,552	607,308	.....
Consol. ....	8,018,285	2,119,020	388,296	552,463
Ogilvie ....	5,962,441	319,936	64,320	.....
Western ....	5,460,590	723,727	.....	664,442
Fort Will. ....	3,361,633	1,519,210	114,313	529,146
Eastern ....	776,852	2,306,484	526,222	.....
Government. ....	776,852	578,194	196,891	2,311,899
Horn ....	712,069	165,216	40,982	611,645

Total ... 95,031,465 25,295,031 7,466,726 7,616,643

From the opening of navigation to the close of the crop year Aug. 31, 1913, the receipts were 20,192,516 bus., and shipments 33,999,000 bus. Thus two-thirds of each crop moves during the few months from the beginning of harvest to the close of navigation, the remaining third moving during the following spring and summer.

Buffalo is the destination of most of the wheat, Port Colborne, Montreal and Tiffin, Ont., following in the order given, most of the oats, however, going to Montreal on the 1912 crop. During the crop year of 1912-1913 Fort William shipped 38,148 tons of elevator screenings, of which 18,406 tons went to Duluth and 11,670 tons to Chicago. Only 5 per cent of the elevator screenings were shipped to Canadian points, the Canadians being glad to get rid of the trash without asking questions as to its final disposition by the United States dealers.

**ELEVATOR CHARGES.**—The public elevator operator is permitted to take from the weight of the grain one bushel per car on wheat and flax and 100 lbs. per car on oats and barley to protect him against shrinkage in handling. On No Grade grain he is allowed one per cent to cover moisture. When the dockage is under 5 per cent he gets the dockage and all the dockage set on flax, oats and barley, other than domestic grain. Also the dockage on cars ordered "Clean to clean," other than domestic grain of commercial value. He also gets the recleanings of screenings. On the 1912 crop the surplus due to allowances and dockages, in the foregoing, amounted to 181,564 bus. wheat, 52,553 bus. oats, 42,149 bus.

flax and 22,830 bus. barley. Elevators at Fort William gave full weight to boats taking on cargo; the vessels from this port unloaded at Buffalo during the season of 1913 showing 35,777 bus. more than the B/L called for.

The Board of Grain Commissioners desire it to be stated in this article that the elevator men have no knowledge of the ownership of the grain consigned to any of the public elevators to be unloaded. All cars are graded at Winnipeg and on arrival at West Fort William a card is tacked on the car showing the grade, which is the extent of the information possessed by the elevator foreman. After a car consigned to a public elevator has been unloaded and weighed the elevator company issues a receipt showing the weight, grade, per cent of dockage, number of bushels, shrinkage, freight rate, inspection and weighing fees, with any additional expenses incidental to the handling of the car in question such as drying, bulkheading, cleaning or demurrage; this receipt, showing the car number and station from which shipped, being returned to the shipper or his commission merchant as the basis of settlement, by the railroad company.

**THE TARIFF** of charges for the year ending Sept. 1, 1914, follows:

**ELEVATOR CHARGES.**

**Elevation**, not otherwise specified; receiving, elevating, cleaning, spouting, insurance against fire and storage for the first fifteen days,  $\frac{3}{4}$ c per bu.

**Storage**, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days,  $\frac{1}{30}$ c per bu.

**On Grain** condemned for or rejected because mixed with heated, heating, or fire burnt; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days,  $\frac{1}{12}$ c per bu.

**On Grain** carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of 1c per bu. For each subsequent separation, computed on balance for separation, a further charge of 1c per bu.

**On Mixed Grains** handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days,  $\frac{1}{12}$ c per 100 lbs.

**On Mixed Grains** handled as mixtures; storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days,  $\frac{2}{30}$ c per 100 lbs.

**On Wheat** carrying a return of screenings, an additional cleaning charge of  $\frac{1}{12}$ c per bu.

**On Tough Grain**, drying,  $\frac{1}{12}$ c per bu.

**On Damp or Wet Grain**, drying, 4c per bu.

**On Screenings**: elevating, spouting, insurance against fire, and storage for the first fifteen days, 2c per 100 lbs.

**On Screenings**: storage, including insurance against fire, for each succeeding day or part thereof after the first fifteen days,  $\frac{1}{10}$ c per 100 lbs.



On Bulkheads, for their removal and other additional expense in handling and unloading car, \$3 for each bulkhead.

Preparing Cars for Flax, shipments, \$2 for each car.

Unspecified Grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

All Charges for cleaning, drying or other treatment will be computed on gross weights; for elevation and storage, on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

Screenings on Wheat carrying a dockage of five per cent (5%) or more, after deducting one and one-half per cent (1½%) of the gross weight for waste, a return will be made for the balance of the screenings. No other returns for screenings will be made.

Disposition of Screenings Covered by Outstanding Returns. If not received within 30 days from date of unload they may be disposed of for account of whom it may concern.

No Grade and Condemned Grain.—All tough, damp, wet, condemned, heating, heated or fire burnt grain may always be refused. If received and stored it will be only under special contract and will always be at the owner's risk of deterioration. Except for immediate drying tough grain will only be received subject to 1% shrinkage for moisture.

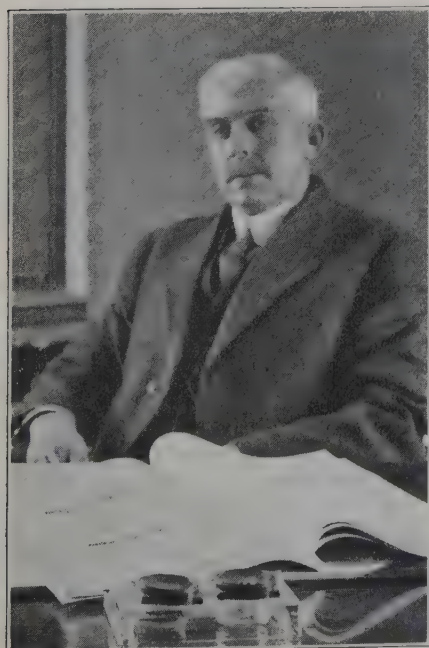
## Elevator Storage Capacity.

The storage capacity of the Fort William elevators, including those under construction, aggregates 43,115,000 bus. The Canadian Northern twin elevator leads with 9,250,000; C. P. R. "D" 7,500,000; G. T. Pac. 5,800,000; Government 3,250,000; C. P. R. "E" 2,000,000; West-

## F. Symes, Inspector.

Fred Symes has been identified with the grain trade in the West for over 20 years as buyer for different firms. He had been farming in the Old Country before coming to Canada in 1885.

When the Dominion Government took over the work of inspection fourteen years ago Mr. Symes was engaged as deputy inspector under Mr. Gibbs, which position he held until he was called to the Chief Inspector's position, at which time he filled the position of acting inspector, until two months ago, when he received the appointment of Inspector at the Head of the Lakes, with offices at Fort William. A portrait of Mr. Symes is reproduced herewith.



Fred Symes, Ft. William, Ont.  
Inspector.

ern 2,000,000; Consolidated 1,760,000; Fort William 1,750,000; Empire 1,750,000; Thunder Bay 1,500,000; C. P. R. "A" 1,250,000; C. P. R. "C" 1,250,000; Ogilvie, 1,100,000; D. Horn 750,000; Davidson & Smith 750,000; and C. P. R. "B" 500,000, the remaining houses having a capacity of less than 200,000 bus. each.

## Government Elevator.

The Dominion Government Elevator is built on a site of 32 acres formerly covered with water, but now surrounded with a revetment wall and filled in, giving space for an increase of capacity of 10,000,000 bus. or more. Alongside the working house is a slip, 1,200 ft. long, opening into the bay, for the largest lake steamers. Four lines of railroad tracks extend thru the house and beyond it for a distance of 800 ft., so that 80 cars can be spotted at one time, and taken into the house by the car pullers. The Canadian Northern and the Canadian Pacific have tracks running into the elevator and the Grand Trunk Pacific is expected to make similar connection.

The working house towers to a height of 185 feet above the water level. It contains 75 circular bins of about 7,000 bus. capacity each, 56 interspace bins of 3,000 bus., and 36 outer-space bins of 1,500 bus. capacity each. Its total capacity is about 750,000 bus. The storage house has 70 circular bins, each 24 feet in diameter and 90 feet in height, of 30,000 bus. capacity, together with 54 interspaces of about 8,000 bus. capacity each, giving a total capacity in the storage of 2,500,000 bus. Thus the total capacity of the elevator is 3,250,000 bus. In designing the elevator especial provision was made for a large number of bins of small capacity for storing small lots of grain that may require separate binning.

The working house is equipped with ten hopper scales of 2,000 bus. capacity, with a garner of equal capacity over each scale. The elevator legs are as follows: five for receiving, five for shipping, five for cleaning, one for screenings, one for drying, one for oats and two for flax. Fifteen sets of Monitor Receiving Cleaners are provided for cleaning oats, wheat and barley, and fifteen additional cleaners can be installed, when they are needed. A Richardson Wheat and Oats Separator of the largest size, in addition to two screenings separators and four flax separators are installed.

A Morris Grain Drier of 48,000 bus. capacity per day has been set up in a separate building to put damp, tough or wet grain into condition for storage.

The elevator is of reinforced concrete thruout, except that in the walls of the working house brick paneling is used in a skeleton of reinforced concrete, in order to hasten rapid construction. Electric power is used thruout, each machine having its own motor, the current being generated by the water power of Kakabeka Falls.

Twenty cars can be unloaded simultaneously, the capacity of the house being 40 cars per hour. Interlocking control of the valves of the receiving sinks prevents mixing the contents of one car with those of another. The loading capacity to boats is 75,000 bus. per hour, or 145,000 bus. for the first hour.

E. W. Bennett is superintendent in direct charge of the elevator, which is operated by the Dominion of Canada thru its Board of Grain Commissioners, having head offices in the Grain Exchange Bldg. at Fort William. In the construction and initial operation of this immense plant the Government has been fortunate

in having as one of the three commissioners, Mr. J. P. Jones, said by grain men to be the best posted elevator man at the Head of the Lakes. Mr. Jones was formerly superintendent of the Thunder Bay Elevator. The plant was erected by the Barnett-McQueen Co. The house is shown in the engraved supplement to this number of the Journal, and its location is given on the map of Ft. William-Port Arthur herewith.

## Black & Muirhead Elevator.

Black & Muirhead, Ltd., operate the best equipped hospital elevator in Canada. Thru the persistent efforts of D. W. Black, pres., this house on the bank of the Kaministiquia is unique in being the only elevator at the Canadian Head of the Lakes reached by all three railroads without switching charges.

The elevator is of cribbed construction covered with corrugated galvanized iron, and its 48 bins hold 100,000 bus. An addition of 80,000 bus. capacity is now under construction. The house is 80x60 ft., 128 ft. high, and a conveyor gallery runs to the dock line, a 36-inch belt putting 25,000 bus. per hour on boats. The equipment includes a Hess Drier, cleaners and special separators.

## Western Terminal Elevator.

The Western Terminal Elevator Co., of which Alex. Reid of Winnipeg is pres., operates a public elevator on the Kaministiquia River, Fort William, with J. H. Irwin as superintendent.

Two tracks from the C. P. Ry. enter the track shed and the one receiving leg unloads 5 cars per hour thru the two receiving sinks. Two legs are provided for shipping, one for cleaning and one for screenings. Of the three basement conveyor belts 2 deliver to the shipping legs and one to the receiving leg which can be used to ship with if necessary and increases the boat loading capacity from 15,000 to 22,000 bus. per hour. On the bin floor at the top of storage are two distributing belts and two shipping belts, the former being used as shipping belts when desired.

The working house is 42x56 ft., and the storage tank structure 84x168 ft., the 32 tanks being 21 ft. in diameter and 89 ft. high, holding 830,000 bus., the 12 large and 6 small tanks in the working house bringing the total capacity to 900,000 bus. in 71 bins. The building is fireproof, of tile and steel, with concrete foundations.

The two boat loading spouts are fed by two shipping legs and the cleaner leg. Electric power is used, each cleaning machine, leg, conveyor, car haul, main shaft and hoist being individually driven by a 3-phase induction motor.

As shown in the engraved supplement to the Journal this number the company is having an addition erected by the Burrell Engineering & Construction Co., giving 88 additional bins that will be ready for service Aug. 1, 1914. The photograph shows the new working house with concrete poured to half its completed height, 155 ft. The new tanks will be of reinforced concrete paralleling the tile tanks, making a house of somewhat the same type as the Consolidated Elevator, a short distance down stream. The new work house will be 42x84 and the storage 84x189, the work house containing five 6,000-bu. bins, 23 3,000-bu. bins, and the annex 36 24,000-bu. bins, and 24 6,000-bu. bins.

The addition will give the company three receiving legs and 6 sinks, the new work house having 2 elevating legs for receiving, two for shipping, one for screenings, and four for cleaning, with sufficient cleaning machines to clean all



grain as fast as unloaded. The house will handle any and all kinds of grain offered except for drying. The cleaning and bagging equipment will be up-to-date. The new house will have 3 tunnel conveyors under the storage and 5 upstairs, with one cross conveyor so that grain taken in on any receiving leg can be binned anywhere. Two of the new belts will be for shipping and 3 for distributing. The unloading capacity will then be 12 cars an hour and the boat loading capacity 35,000 bus. per hour, with a total storage of 2,000,000 bus.

#### Empire Elevator.

The Empire Elevator is operated by the Empire Elevator Co., J. A. Campbell, superintendent of both this house and the Thunder Bay Elevator. It is situated on the Canadian Pacific at the mouth of the Kaministiquia River and was erected by the Barnett & McQueen Co. The building is 100x155 ft., 165 ft. high, cribbed, covered with galvanized iron, and communicates by conveyor galleries and tunnels with a group of 48 tile tanks, each 90 ft. high and covering a space 150x200 ft.

Grain is unloaded from cars on two tracks having 8 receiving sinks, handling 150 cars per 13 hours, and the 8 spouts will put grain on boats at the rate of 40,000 bus. per hour.

The equipment includes Monitor and Invincible machines, 8 being wheat cleaners, 2 flax separators and 2 screenings separators. The power is steam.

#### Grand Trunk Pacific Elevator.

The Grand Trunk Pacific Elevator is situated on that railroad at the mouth of the Mission River outlet of the Kaministiquia. Between the working house and the storage annex are four unloading tracks having 20 receiving sinks, able to unload 400 cars in 10 hours. Belts carry the grain from the sinks to the boots of the elevating legs, which are 19 in number, 5 for receiving, 5 for shipping, 5 for cleaning, and one each for flaxseed, screenings, oats and drier.

The cleaning machines comprise 9 warehouse separators, 6 special oats separators, 2 flax machines and 2 special screenings machines. The weighing facilities are of the best, including 10 hopper scales of 2,000 bus. capacity, with larger ganners and antifriction roller slides. The rapidity with which these scales can be filled and emptied adds greatly to the efficiency of the grain moving equipment of the entire house.

The storage annex originally comprised 70 tanks, but a new addition contains 66 circular tanks, and the working house 75 circular concrete bins. The working house contains 56 interstice bins, the annex 54 and the addition 50, making a gross total of 371 bins, with a capacity of 5,800,000 bus., of which 750,000 is in the working house, 2,550,000 in the annex and 2,500,000 in the addition. The tanks are 23 ft. 3 inches inside diameter and 95 ft. high, and the cupola is of steel roofed with concrete, communicating by five bridges with the cupola over the working house. The tanks in the addition are deeper, owing to the hopper bottoms in the basement and are emptied by 6 conveyor belts having independent motor drive. The belts over tanks in the addition are elevated sufficiently to spout into the tanks.

Six dock spouts fed from shipping bins in the working house are each able to load 20,000 bus. per hour into vessels. The dock is of concrete 337 feet long. Rope drives are used and the power is

transmitted by electricity from Kakabeka Falls. The plant was erected by the Canadian Stewart Co. for the Grand Trunk Pacific Terminal Elevator Co. M. F. Beyer is superintendent.

#### Paterson Elevator.

N. M. Paterson & Co. have a new elevator on both the Canadian Pacific and Grand Trunk Pacific for the handling of their own grain only. Its capacity is 14 cars in and 14 cars out every 13 hours, and the storage is 70,000 bus. The building is 127 ft. high, 42x57 ft. cribbed and covered with galvanized corrugated iron.

The equipment includes four elevating legs, Huntley Cleaner, Huntley Scourer, Huntley Screenings Machine, Richardson Wheat and Oats Separator, Ellis Drier, and 3 electric motors of 157 h. p.

#### Thunder Bay Elevator.

The Thunder Bay Elevator is operated by the company of that name with J. A. Campbell as superintendent, as a public elevator. The plant is built into the Bay paralleling the new Government Elevator and is served by the Canadian Northern Ry. It comprises a working house 100x150 ft., 165 ft. high, and a group of 36 tanks in three rows, each tank 90 ft. high and all covering 50x370 ft.

The working house has 3 unloading tracks, with 9 grain receiving sinks, eleven elevating legs, the buckets on the receiving legs being 7½x8x20 ins. Six shipping spouts load into boats and 6 into cars. The receiving capacity is 140 cars per day of 13 hours and shipping 40,000 bus. per hour into boats.

The equipment includes a Grain Drier of 20,000 bus. capacity per day, eleven Monitor and Invincible Grain Cleaners and one screenings separator. The power is steam.

The concrete tanks are 23 ft. inside diameter and are served by 5 36-inch conveyor belts 920 ft. long. Two of the belts are above the tanks and three below. Before the rush of next season a third belt will be put in over the tanks.

#### J. G. White, Chief Weighmaster.

In the transportation and marketing of grain nothing is of more importance than that the correct weight of the commodity should be ascertained. To this end the scales used in weighing grain to and from cars and lake vessels at the extensive grain handling terminals should be modern and of the most accurate type, and be under the supervision of men specializing in their construction, installation and care.

James Graham White, whose portrait is given in the engraving, and who late in November was appointed to the position of chief weighmaster for the eastern and western divisions of Canada under the Dominion Board of Grain Commissioners, is a practical scale builder of over thirty years' experience in the manufacture and installation of all classes of scales and weighing machines.

Mr. White was born in Peel County, Ontario, and at an early age moved with his parents to the city of Toronto, where he received his education in the public schools, after leaving which he was apprenticed to the trade of scalemaking. After learning all branches of the business he started on his own account and for 10 years manufactured scales in Toronto, where he built up a first-class reputation.

The call of the West proved too strong, and in 1890 he went to Winnipeg to take charge of the scale department of the

Tilden-Gurney Co., since which time he has become widely known thruout the western country for his ability and conscientious work, and should prove a good man for the responsible position in which he now finds himself. He has given up his home at Winnipeg, removing his family to Fort William, where he will have offices in the Grain Exchange Bldg.

#### Canadian Northern Elevator.

The most impressive of the elevators fronting Thunder Bay is the double plant of the Canadian Northern Ry. at Port Arthur, operated by the Port Arthur Elevator Co., of Winnipeg, with Harry Sellers as general superintendent. The plant consists of two working houses, "A" and "B" and three groups of tanks, 80 bins in each cluster, besides 49 interstice bins, "B" containing 80 and "A" 150 bins.

Elevator "A" is 285x94 ft., 165 ft. high, contains 10 receiving sinks, 2 unloading tracks, 10 elevating legs, 5 belts over tanks and 5 below, and 10 shipping spouts. Elevator "B" is identical in dimensions and equipment, both are constructed of wood with iron covering. The first part, Elevator "A" was built in 1902 by J. A. Jamieson, and "B" and the annex of 1912-3 by the Barnett-McQueen Co. The power is steam at present, but half of both houses is being equipped for electric power. The tanks are of tile, 21 ft. in diameter and 85 ft. high. Annex No. 3 is filled by 2 belts. The house is operated exclusively as a public elevator.

In 10 hours 240 cars have been unloaded, and the boat loading capacity, using all spouts, is 140,000 bus. per hour from both houses. The storage capacity is 2,500,000 in each group of tanks, 1,000,000 bus. in elevator "A" and 750,000 in Elevator "B," total 9,250,000 bus., making this house one of the big three.

The equipment includes 20 Monitor Wheat Separators, 2 screenings separators, 3 flax separators and dust collectors. Superintendent Sellers takes pride in his machine shop, which is equipped with



James G. White, Chief Weighmaster of All Canada.



two drill presses, a 30-foot lathe backgeared, forge, emery wheels, and a cutting off machine to cut shafts up to 6 inches in diameter, as in a plant of this size considerable repairs are necessary.

## Consolidated Elevator.

The double elevator of the Consolidated Elevator Co. is one of the most rapid handling houses at the head of the lakes, having unloaded 125 cars in 13 hours with its two elevating legs, and having made a record of loading 364,000 bus. of wheat in 11 hours in one boat. Superintendent J. W. Irwin thoroughly understands the possibilities of his machinery equipment and gets the most out of it.

The plant is situated on the C. P. Ry. on the bank of the Kaministiquia and comprises two units, the first being of tile, built in 1906 by Barnett-McQueen Co., of 960,000 bus. capacity, and the second of reinforced concrete built in 1910 by James Stewart & Co., of 800,000 bus. capacity. The bins are 21 ft. wide inside and 85 ft. deep.

The two unloading tracks will accommodate 35 cars at each end of the house. If a car happens to be spotted at the concrete unit while its contents are destined to a bin in the tile house unloading can proceed promptly without delay in shifting the car, by employing the cross belt in the working house, to move the grain to the tile house, or vice versa. In the cupola the grain is spouted to a 36-inch conveyor belt running to annex or store, or direct from scales to cleaners. Belts to the annex are four in number. Besides the two receiving legs, with 22x7½x7½ cups, are four shipping legs, in connection with the 7 shipping bins at the water end of the house, each holding 5,000 bus., these bins having 4 spouts to boats. During the past fall the house has been unloading

3,500 to 3,550 cars per week of seven days.

Electric power is used. The scales are of the Fairbanks and Gurney makes, and the equipment of wheat and flax cleaners is complete, including a wheat and oats separator. The house is a public elevator.

## Elevator "D" of Canadian Pacific.

Canadian Pacific Elevator "D" is operated by the railroad company as a public warehouse and is situated on the Kaministiquia River. The house is served by four unloading tracks having 16 grain receiving sinks feeding four elevating legs, the grain unloading capacity being 160 to 200 cars per day of 10 hours.

The house has 16 dock spouts, each having a loading capacity of 15,000 bus. per hour, and were all operated at one time the shipping capacity would be over 200,000 bus. per hour.

Originally this elevator comprised a track shed, a working house, a group of 64 tanks and a group of 32 tanks, all running back 573 ft. from the river. To this has just been completed an annex of 100 tanks, making the total storage capacity nearly 7,750,000 bus.

The recently completed addition to Elevator "D" is virtually an elevator in itself, having its own equipment of elevator legs, conveyor belts, scales and dock spouts, and thoroly well supplements the car unloading equipment in the older house. The new addition, which was designed and erected by Jas. Stewart & Co., comprises ten rows of ten tanks, the 100 tanks having a capacity of 4,000,000 bus. Each tank is 23 ft. 9 ins. inside diameter and 106 ft. high, with walls 7 ins. thick, the group measuring 245x245 ft. square. Above are five head houses, 50x17 ft. each, having a scale and machinery floor. Grain is received into the new structure on five 36-inch belts in the gallery and

loaded out on 10 belts under the bins discharging either to adjacent elevator leg or to a cross reversible belt conveyor which carries the grain to the first elevator leg or belt conveyor in old Elevator "D," steel storage annex or into 4 shipping elevator legs in the new addition.

The new house has five shipping legs with two rows of 14x8x8 buckets. In the old house are four shipping legs, four receiving legs, four cleaner legs, one transfer and one screenings leg.

## Grain Growers Elevator "H."

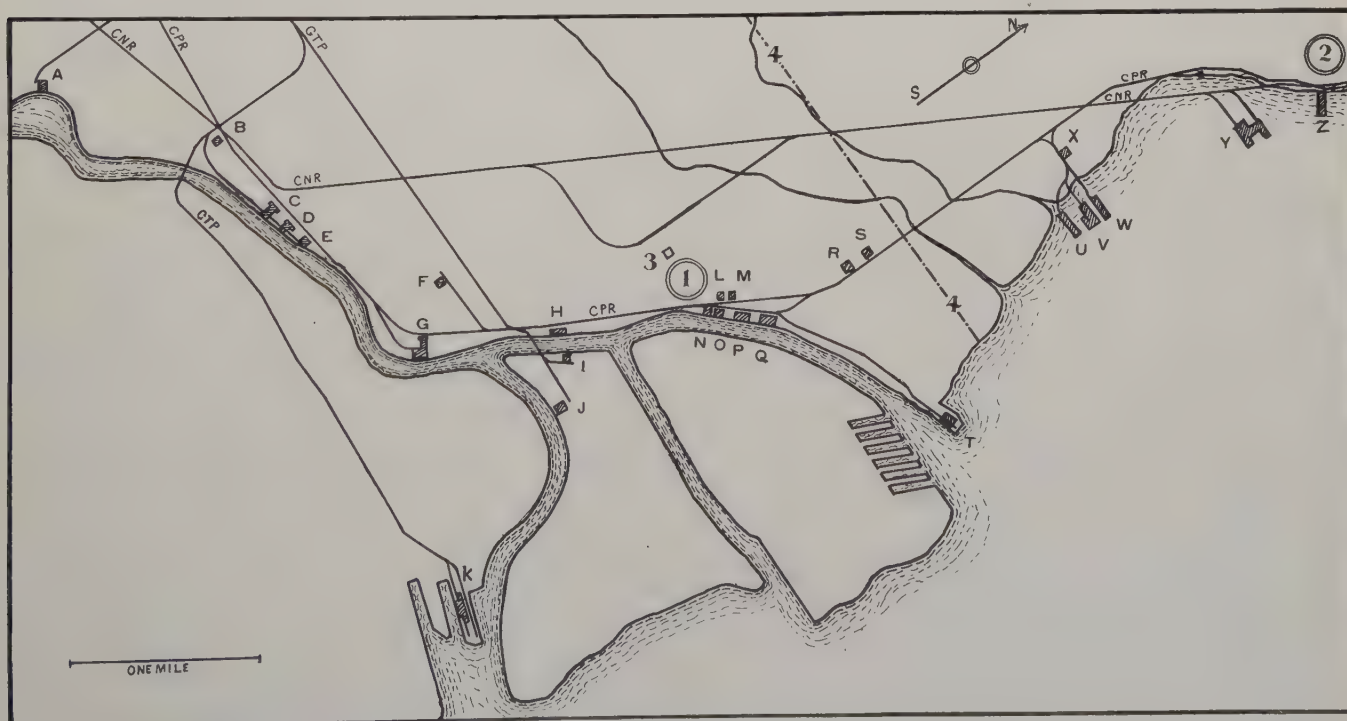
Elevator "H" of the Grain Growers Grain Co. was purchased by this large co-operative organization from Davidson & Smith, who are building an elevator on the Bay front. Originally the house was built by Muirhead & Black. Unlike the two other elevators operated by this company this house has no water shipping outlet, being situated on the Canadian Pacific tracks in the central business district.

Cars are unloaded from the single track at the rate of 20 cars per day into the boot of the single elevator leg, weighed on a 14,900-lb. Hopper Scale and discharged into any of the 28 cribbed bins, covered with galvanized iron. The house is 40x50 ft., 140 ft. high, and has storage for 85,000 bus., while adjoining is a 1-story coal and bagging shed. A Richardson Automatic Scale turns out 7 bags per minute. The cleaning machine and the screenings machine are of the Monitor make, and the wheat and oats separator is a Richardson.

## Superior Elevator.

The Superior Elevator Co., the stock of which is owned by Parrish & Heimbecker of Winnipeg and Toronto, operates an elevator built in 1912 on an industrial

Elevators, Railroads and Water Front Map of Fort William-Port Arthur, Ont.



A—Black & Muirhead.  
B—Consolidated.  
C—Dwyer Elevator Co.  
D—Bole Grain Co.  
E—C. P. R. "C".  
F—Davidson & Smith.  
G—D. Horn & Co.

H—N. M. Paterson & Co.  
I—Parrish & Heimbecker.  
J—Starch Co.  
K—C. P. R. "B".  
L—Muirhead-Bole.  
M—Government.  
N—Canadian Northern.

O—Western Terminal.  
P—C. P. R. "D".  
Q—Grand Trunk.  
R—C. P. R. "E".  
S—F. A. Guy.  
T—Thunder Bay.  
U—Fort William Business Center.

V—Fort William.  
W—Ogilvie.  
X—Grain Growers "H".  
Y—C. P. R. "A".  
Z—Empire.  
1—National.

2.—Port Arthur Business Center.

3.—Fort William Grain Exchange Bldg.

4.—Boundary Between Twin Cities.



spur of the Canadian Pacific at Fort William. H. O. Heimbecker is resident superintendent and R. Wood foreman. The house is operated as a cleaning and hospital elevator and the company handles its own grain only.

The building, 123 ft. high, is 56x42 and has a track shed 20x62 ft. The 28 bins are 65 ft. high, giving storage for 100,000 bus. Below the main working floor is a basement and above the bins a 2-story cupola. The house is of cribbed construction and covered with corrugated galvanized iron. The six elevator legs have buckets ranging in size from 7x8 to 7x17.

The elevator is completely equipped, and is perhaps the only house at Fort William having an oat clipper. Other machines are Monitor Cleaner, Monitor Scalper, Richardson Separator to take oats out of wheat, Morris Drier and Cooler, automatic packer, with Richardson Scale, two Hopper Scales of 18 and 21-ton capacity, three dust collectors, car puller and power shovels. Cars are unloaded thru a single receiving sink and shipments are made thru two loading spouts.

#### Fort William Elevator.

The new elevator of the Fort William Elevator Co. is situated on the Canadian Pacific Ry. with river dock and is operated as a public warehouse, D. Horn of Winnipeg being pres. and mgr., and K. Campbell of Fort William, superintendent.

The working house is 60x150 ft. and the concrete tank structure 132x185 ft., the former 165 ft. high and the latter 100 ft. The tanks are 22 ft. in diameter and have walls 7 inches thick, and the total storage is 1,750,000 bus., 250,000 of this being in the working house.

Cars are set in on two tracks having six receiving sinks feeding three receiving elevator legs, discharging on 4 belts over tanks. Grain is drawn off tanks on 8 belts in the basement. Six elevating legs are employed in shipping, one for flaxseed, one for screenings, one for the drier. The power is steam.

The equipment includes a Morris Drier of 1,000 bus. capacity per hour, 9 cleaning machines, 2 flax machines, 1 screenings machine and 1 oats separator. The house will unload 120 cars per 13 hours and put 90,000 bus. grain into boats per hour.

#### Elevator of D. Horn & Co.

Historical interest attaches to the plant of D. Horn & Co., on the Bay at Port Arthur. The cribbed working house is the oldest elevator in western Canada, having been erected in 1882 by the Canadian Pacific Ry., and for several years its capacity was ample to handle all the grain grown in the west, its shipments for an entire year not equaling the number of bushels now shipped out of the port in a single day. The handsome tile tanks forming the storage annex also possess historical interest, being the initial experiment in concrete grain storage, having been erected in the face of prediction of failure. Contrary to the forecasts of the objectors, Superintendent J. Redden declares that no grain ever goes out of condition. The handsome appearance of the tanks is due to the care taken by George Murray, who supervised the construction for the Barnett-McQueen Co.

The working house is cribbed and covered with corrugated iron. It contains 74 bins of 350,000 bus. capacity, has five elevating legs, 8 cleaning legs, 3 shipping spouts, and the 3 receiving sinks will unload 40 cars per day. The building is 72x108 ft., and 124 ft. high.

The nine reinforced concrete bins are 30 ft. in diameter and 90 ft. high, the

walls 9 ins. thick, with the four interstice bins their gross capacity is 480,000 bus. Over the tanks is a cupola and tower of tile, and a reversible 42-inch belt in an elevated conveyor gallery communicates with the working house. This belt carries 15,000 bus. per hour either way and the leg in the tank tower elevates 15,000 bus. per hour.

The equipment includes an improved Ellis Drier of 40,000 bus. capacity per day, 12 Monitor Cleaners, 4 Richardson Oat Separators, 3 flax machines, 1 screenings separator, four scourers and four brushes of the Richmond make. The power is steam.

#### National Elevator.

The National Elevator Co. operates a 65,000-bu. cleaning and mixing house on the Canadian Pacific tracks at Port Arthur, with Mr. Cunningham as superintendent.

#### Muirhead-Bole Elevator.

The Muirhead-Bole Elevator Co., W. D. Muirhead, mgr., operates a 30,000-bu. elevator on the Canadian Pacific, built two years ago by D. A. Gordon, who is now with the Dwyer Elevator Co. as foreman. The house is a private elevator, doing mixing and blending, and including in its equipment two elevator legs, Monitor Cleaner, Richardson Sacker and Monitor Needle Machine. The building is about 80 ft. high, contains 16 bins and is covered with galvanized corrugated iron.

#### Bole Elevator.

D. L. Bole conducts a wholesale and retail grain and feed business near the business center of Fort William on a side track of the Canadian Pacific. Interested with him is F. H. Bole, under the name Bole Grain Co. The grain elevator is of concrete, built in 1912, 24x24 ft. square, and contains 9 bins, an addition containing 4 bins and giving a capacity of 20,000 bus. One of the two elevator legs is designed to feed the Monitor Cleaner, but both can be used to load cars, the grain from the addition being carried to elevator boot on a 24-inch conveyor belt. Weighing is done on a 12,000-lb. Gurney Scale, and even weight 160-lb. bags of oats are weighed on a Richardson Sacking Scale, for export.

#### Guy Elevator.

The F. A. Guy Grain Co. now operates the elevator formerly conducted by A. E. Fenton, who met accidental death a year ago. F. A. Guy is superintendent of the elevator, A. L. Snelgrove, pres., and J. F. Robertson sec'y of the company, which handles its own grain bot from the west and shipped east to the United States. All the wheat is put out on government inspection, but the sacked oats are sold by sample.

The elevator is situated on the Canadian Pacific Ry. has 17 bins of cribbed construction, covered with galvanized corrugated iron, capacity 35,000 bus. Power from the 50-horse electric motor is transmitted by rope to the single elevator leg. Steam power is used for the Ellis Drier having a capacity of 300 bus. per hour and housed in a concrete tower. The elevator will unload 20 cars per day, and is equipped with power shovel, car puller, Fairbanks 12,000-lb. Scale, Fairbanks Automatic Bagging Scale, Monitor Cleaner and Richardson Separator. In connection with the elevator is a large bagging shed and warehouse. The elevator is 31 ft. square, 80 ft. high, the bagging shed 30x25 and the warehouse 200x60 ft.

#### Ogilvie Elevator.

In connection with its large milling plant the Ogilvie Flour Mills Co. operates a 1,250,000 bus. elevator on the Canadian Pacific Ry. with shipping facilities on the river. Besides handling milling wheat for the company's own use the plant ships all kinds of grain. The storage is in two groups of tanks, one steel and one concrete.

#### Starch Company Elevator.

The Fort William Starch Co.'s 50,000-bu. elevator is only one of the many larger buildings comprising the extensive plant of this company now nearing completion. The company will consume considerable corn in the manufacture of starch. The plant is served by the Canadian Pacific Ry., and is situated on Island No. 2 on the bank of the Mission River, one of the three outlets of the Kaministiquia River delta.

The four circular tanks are 16 ft. inside diameter, 67 ft. high, surmounted by a cupola 50 ft. high, and 34x16 ft. They were erected by the Canadian-Stewart Co.

#### Dwyer Elevator.

The Dwyer Elevator Co., representing the W. H. Dwyer Co., has just completed a private elevator on Island No. 2, served by the Canadian Pacific Ry. and with boat loading facilities on the Kaministiquia River. The company handles grain on its own account, but will do so on commission. Irving DeLamater, formerly of Auburn, N. Y., is mgr., and D. A. Gordon, foreman at the elevator.

The elevator is 42x60 ft. and 155 ft. high, with a car shed 40x28 ft., and a hay shed 200 ft. in length. The 28 bins have a capacity of 100,000 bus. Of the six elevating legs two are large, one for unloading cars and one for loading boats, so that both operations can proceed simultaneously, unloading 10,000 and putting on boats 20,000 bus. per hour by a belt conveyor. Over the car shed is the office and bagging room, containing a Richardson Automatic Bagging Scale, from which the bags go directly into car.

The equipment includes a Richardson Separator, two No. 9 Monitor Cleaners, two receiving hopper scales, car pullers, automatic shovels, and General Electric Motors. The building is of crib construction, covered with galvanized iron, and was erected by T. E. Ibberson.

#### Elevator of Davidson & Smith.

Davidson & Smith of Fort William have nearly completed what will be the largest private elevator in Canada. It is situated on the Thunder Bay front at Port Arthur on the same slip as the new government elevator, and is being erected by Barnett-McQueen Co. The Canadian Northern and the Canadian Pacific Rys. afford the house three unloading tracks having two grain receiving sinks. The working house is 87x51, and will be 167 ft. high. The storage tanks of the annex are 21 ft. 7 ins. in diameter and 90 ft. high, the total number of bins being 70, with 500,000 bus. of storage in the tanks and 250,000 bus. in the working house. The plant is fireproof thruout, being built of reinforced concrete.

The boat loading capacity is 40,000 bus. per hour, continuous loading. The sacking plant will load 10 cars per day. A Morris Drier will handle 2,500 bus. per hour. The cleaning machines will handle 14,000 bus. per hour. The power is electric, with 550 h.p. of auxiliary steam power. Five conveyor belts will connect working house with storage tanks.

Included in the equipment will be 2



special flax machines, one No. 9 Monitor Screening Machine, two No. 9 special Monitor Oat Separators, two No. 9 Monitor Separators, and two Richardson Oat Separators.

## Elevator "A" and "C" of C. P. Ry.

Canadian Pacific Elevators "A" and "C" are operated under lease by Jas. Richardson & Sons under the name of Eastern Terminal Elevator Co., with Oliver Lees as foreman. These houses, like "B," "D" and "E," are situated on the bank of the Kaministiquia River, giving excellent water as well as rail shipping facilities, and are operated as public warehouses. The buildings are by no means of modern construction, having been erected many years ago, Elevator "A" by W. J. Ross and Elevator "C" by J. A. Jamieson.

Elevator "A" is of cribbed construction, covered with galvanized iron and contains 211 bins 60 ft. deep, having a capacity of 1,250,000 bus. Under the one grain unloading track are 9 receiving sinks feeding 9 elevating legs with capacity to unload 80 cars per 10 hours. The 11 shipping spouts give good boat loading facility at 30,000 bus. per hour. Electric power is used, and the transmission is by belt and rope.

Elevator "C" also is a cribbed house of the same capacity, containing 174 bins, 65 ft. deep, and is connected with Elevator "A" by two 36-inch conveyor belts, making it a storage annex. A single belt in the gallery above fills the bins. The elevating end of the house contains 6 Monitor Cleaners.

## Elevators "B" and "E" of C. P. Ry.

Elevators "B" and "E" of the Canadian Pacific Ry. are operated under lease by the Grain Growers Grain Co., with M. McKay as superintendent of all three of the houses of this company. Elevators "B" and "E" are operated as public warehouses, while Elevator "H" is private.

Elevator "B" has storage capacity for 500,000 bus. and will unload 110 to 120 cars per 10 hours. Including those in the annex "E," the house has 12 shipping spouts, giving a loading capacity of 50,000 bus. per hour. Grain is taken into the house on two tracks having 4 receiving sinks. The working house, "B," which was built by Barnett & McQueen Co., is 170x140 ft. The annex, "E," comprises 84 steel tanks in four rows, their capacity including interstice bins, being 2,000,000 bus. The tanks are 20 ft. in diameter and 80 ft. deep. They are filled by two belt conveyors above and discharged on 4 belts below, each belt 400 ft. in length. Steam power has been used, but electric motors will be installed, taking power from the Kaministiquia Falls.

Fourteen Monitor Grain Cleaners are operated in Elevator "B." Most of the grain handled is owned by the company and has been bot at its country stations. All but about five per cent of the grain received at the terminal elevators requires cleaning.

THE NORTH American Export Grain Ass'n has gained two new members, Simonds-Shields Grain Co., Kansas City, Mo., and Continental Grain Co., Ltd., Winnipeg, Man.

I CONSIDER the Grain Dealers Journal an ideal paper for the grain man and would not care to do without it. I can hardly decide which department of the Journal interests me most, and I believe the paper would not be complete if any of the departments were dropped.—S. O. Jackson, Adams, Minn.

## LINE ELEVATOR COMPANIES Win Test Case Under North Dakota Anti-Discrimination Law.

The complaint of the Eldridge Farmers Elevator Co., Eldridge, N. D., that its competitors, the Powers Elevator Co., and the Occident Elevator Co., both line companies, were guilty of unfair competition by over-grading and under-docking grain, thereby compelling the co-operative elevator to close its house, was dismissed Nov. 19 by the North Dakota Railroad Commission as unsustained. This case, which is the first to be tried under the new North Dakota law relating to trade discrimination and unfair competition (Chapter 287, Laws of 1913), was a test case, and is one of far reaching importance.

The purpose of the law is to promote free and unrestrained competition and to strike at monopolistic methods. In an interpretation of the law, the State's Attorney General has held that the motive behind a violation of the law would be the deciding factor in determining an accused person's innocence or guilt.

The Farmers Elevator Co. held that the two line companies with which it had to compete were taking business away from it by paying an excessively high price for grain, leaving too narrow a margin to permit its being handled profitably. It also asserted that its competitors were under-docking the grain; and testimony proved that a horizontal dockage of 1 lb. a bu. was taken by all of the elevators at Eldridge during the past season. While this is low, no evidence was adduced to prove that the dockage was not honestly arrived at or that it was set by secret agreement.

The co-operative elevator also claimed that all of the grain marketed at its station was graded high, most being No. 1 northern; but it offered no evidence that the quality of the crop was not high enough to justify this grading.

The defendant line companies stated that the price of grain at Eldridge was the result of mill competition at Jamestown. The Russell-Miller Milling Co.'s mill at this point is an active buyer of grain at all times and pays high prices. On account of the proximity of Jamestown, farmers marketing at Eldridge had the option of driving into Jamestown and selling their wheat to the mill. The Commission recognized this "mill competition" as a legitimate reason for the higher prices prevailing at Eldridge than at other nearby stations.

The buyer of the co-operative company was a new man and a stranger in the town; whereas the buyer of the Powers Elevator Co. was a long-time resident and had won the confidence and regard of the farmers. Many of the farmers holding stock in the co-operative elevator sold their grain to the line elevators. On this phase of the question the Commission says:

While this may not show a very patriotic spirit, yet from a business point of view we are not prepared to say that it is not a good policy for farmers to own stock in a farmers' elevator for the moral effect it may produce to have a farmers' elevator in the market buying grain, and at the same time sell their own grain at some other elevator in the same market.

The result of the investigation, and the testimony of the witnesses examined, satisfied this commission that the Farmers Elevator Company at Eldridge was forced to close its elevator by reason of fair and honest competitive influences which it was unable to meet, and not by reason of any violation of the anti-discrimination act, and hence the complaint will be dismissed.

This hearing has served to bring to light the various methods of elevators and others engaged in the grain trade, and to make the public familiar with the true situation in respect to many of the claims of oppression under the law against unfair competition. The evidence has developed no state of facts calling for any censure of the parties accused, and in speaking of the methods brought to light, we do not mean to reflect upon any of the elevator companies involved, but merely to refer to the fact that by a hearing of this kind the public is made familiar with the legitimate methods of handling the grain trade, and it has been given an insight into the various influences that control in the legitimate conduct of the grain business.

## C. H. CANBY, PRESIDENT Chicago Board of Trade.

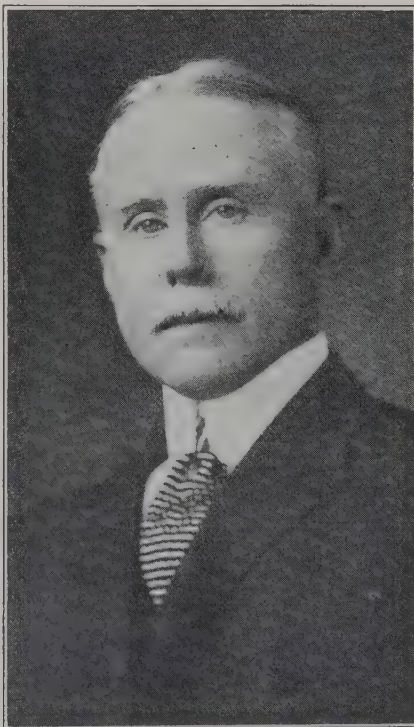
Caleb H. Canby, pres., C. H. Canby & Co., was elected pres. of the Chicago Board of Trade at its annual election Jan. 5. Mr. Canby headed the "harmony" ticket and was elected by a practically unanimous vote at the quietest election at this market in years.

Mr. Canby was born in Stark County, O., in 1856. In 1883 he became a member of the New York Produce Exchange and engaged in the commission business there until 1890, when he removed to Chicago and took out membership in the Board of Trade. He was serving his second term as a director of the Board when nominated for president. He is also a member of the Chicago and New York stock exchanges.

The honor paid Mr. Canby is a recognition of his leadership in the affairs of the Board. A photograph of Mr. Canby is given herewith.

The car situation on Jan. 1 shows a surplus of 190,521 cars and a shortage of 1,671 cars, an increase of 83,008 cars in the surplus since Dec. 15, according to the American Railway Ass'n.

THE ARGENTINE Republic has served formal notice on the United States Secretary of State that it would take advantage of the countervailing clause in the tariff law and enact legislation to bring about the admission of Argentine wheat into this country free of duty.



C. H. Canby, Chicago, Ill.  
Pres. Board of Trade.



# Seeds

Johnston & Warren, Lookeba, Okla., are building a seed warehouse 25 by 50 ft.

The Morrow Grain Co., Lagro, Ind., has installed a No. 116 Ferrell Seed Cleaner.

Mrs. Howard S. Patrick, wife of the pres. of the Rudy-Patrick Seed Co., Kansas City, Mo., died Jan. 2.

Osceola, Ia., Dec. 23.—Some timothy seed is still in farmers' hands. The yield was about 3½ bus.—Curnes, Eddy & Co.

Charles Neighbor, Sharps sta. (Yorktown p. o.), Ind., will engage in the wholesale seed business at Fairmount, Ind.

Sorghum produced 3,602 lbs. of seed and 21,300 lbs. of green forage per acre when grown at a Russian experiment station.

The acreage of alfalfa in Michigan was greatly increased last year, largely thru the activities of the State Agricultural College and other crop-improvement agencies.—C. S. M.

"Alfalfa and How to Grow It" is a pamphlet published by the Wing Seed Co., Mechanicsburg, O., containing a mass of practical information on the growing of this crop in Ohio.

The North Dakota Pure Seed Law and the requirements for getting seed tested and certified at the state seed laboratory are given in Circular No. 10, by H. L. Bolley, State Seed Commissioner, Agricultural College, N. D.

South Rhodesia, British South Africa, is the destination of 250 bus. of pure-bred grain sold by H. E. Krueger, Beaver Dam, Wis., a member of the state assembly and the State Board of Agriculture, and a prominent seed breeder.

By crossing different and unrelated strains of the same variety of corn, 30% increases in yield were obtained by L. Carrier of the Virginia Experiment Station, who tested Leaming, Boone Connty White and Collier Excelsior corn.

The production of flaxseed this year in the United States was 15% below the 5-year average, and the value of the crop is estimated at 32% less than the 5-year average by G. K. Holmes of the U. S. Dept. of Agriculture Crop Reporting Board.

The Canadian Wheat Lands, Ltd., produced this year 4,000 pounds of Grimm and Baltic alfalfa seed. None of this seed will be sold as the company expects to plant 1,400 acres to alfalfa next year. The seed was grown in rows and cultivated to keep it free from noxious weeds.

Diggs & Beadles, Richmond, Va., recently moved into their new warehouse, which has a floor area of 29,077 sq. ft. and is equipped with a complete line of seed-cleaning machinery. The company will maintain its three other plants in Richmond, the new warehouse being an added facility made necessary by its expanding business.

Color in red clover seed was studied by W. B. Gernert and J. F. Eastman in the Proceedings of the American Society of Agronomy for 1912. They investigated particularly the influence of soil fertility upon the proportions of dark and light colored seed and the difference in viability, weight and other properties between purple and yellow seed.

Ninety per cent of the clover seed in northeastern Indiana has been marketed. It is of extra fine quality.—Nathan Grain Co., Fort Wayne, Ind.

The germinating power of seeds should be determined both by the percentage of seeds sprouting and also by the average time required to sprout, according to G. D'Ippolito, in Bulletin 7, Series 3, of the Bureau of Agricultural Intelligence, International Institute of Agriculture, Rome, Italy. The time element is frequently ignored in testing seeds, but it is an important index of their viability.

Clover seed has been riding the bumpers within the past two weeks, but still shows a substantial net advance over a month ago during which period stocks have almost doubled at Toledo, where supplies are still considerable under last year, when the crop was much smaller. Last year we imported freely, while this year prices on this side fail to attract much seed from abroad. Dealers generally, to a large extent, have anticipated their spring requirements and spring demand is not expected to be as brisk as usual. Leading longs are still firm believers in higher prices and have their lines largely accumulated at lower prices intact.—Southworth & Co.

Clover seed accumulates in the fall. It melts away in the springtime. January starts the decrease in stock. Southern demand develops first. They are partial to poor seed but some of the states have strict laws. Eastern demand develops later, depending partly upon the weather, price and imports. New York and Pennsylvania are the largest consumers. East has a smaller crop than last year. How much of the demand there will be supplied by imports is still an open question. Most eastern buyers have not anticipated their requirements. They generally wait until they need it. This season is different from any recent one. Farmers have been the dictators.—C. A. King & Co.

The leading Wisconsin counties in the growing of clover seed, together with their production in 1911, were the following: Manitowoc 10,201 bus., Ozaukee 5,921 bus., Calumet 4,625 bus., Jefferson 2,766 bus., Fond du Lac 2,747 bus., Dodge 2,672 bus., Eau Claire 2,593 bus., and Juneau 2,251 bus. The leading counties in the production of timothy seed, with their 1911 yields, were as follows: Columbia 7,934 bus., Grant 6,673 bus., Rock 6,123 bus., Lafayette 4,842 bus., Dane 4,633 bus., Green Lake 2,892 bus., Dunn 2,785 bus., Iowa 2,761 bus. and Eau Claire 2,035 bus. Nearly all of Wisconsin's 71 counties produce some clover and timothy seed, but those mentioned usually raise the largest amounts.

The Canadian Seed Growers Ass'n is actively pushing the organization of seed growing centers. So far 31 of these centers, with a membership of 337, have been organized in the Province of Ontario. These centers are being formed in order to stimulate the production of registered seed, the supply of which does not begin to meet the demand. In districts suitable for the production of high-grade seed the farmers who have had some experience in the growing and handling of seed grains organize a seed-growing center. They must produce seed which meets the standards established by this center, and the center is itself accountable to the Seed Growers Ass'n. In this manner a uniform and high standard is maintained; and the farmers in the organization have the satisfactory financial rewards attending the selling of registered seeds.

H. G. Reed & Co., Clymers, Ind., recently moved into their 30 by 30 ft. seed house, equipped with modern machinery including a Standard No. 141 Cleaner and Model M Buckhorn Mill.

Purchases of 100,000 bus. of specially selected Marquis seed wheat have been made by the Russell-Miller Milling Co. from farmers at Indian Head, Sask., where the Canadian Experiment Station developed this wheat. The company will reclean the seed to a test weight of 65 lbs. to the bu. and will retail it to farmers at cost thru its various mills and elevators in North Dakota and Montana. It is attracted to Marquis wheat by its high yields and fine milling qualities, and is determined to aid its farmers to produce a better and more valuable crop.

## From the Seed Trade.

MEDIA, ILL., Jan. 5.—Farmers are asking \$10 per bu. for clover seed, and there is little more than is needed for seeding. They feel that, if they do not obtain this price, they will hold over another year. On account of failure to get a stand last spring, considerable clover will be sown. The wheat looks fine, and this will also call for more clover seed.—E. G. Lewis.

HARLAN, IA., Jan. 5.—An increased acreage will be sown to alfalfa, bluegrass and timothy. Clover will hold its own. Farmers are holding their clover seeds on account of the low price. Bluegrass seed this year was an extremely short crop on account of the hot winds and long dry weather, and all of the seed has been marketed.—Webb McConnell, Green Valley Seed House, Harlan, Ia.

FORT WAYNE, IND., Jan. 1.—The acreage for clover, timothy and alsike is much decreased. The old clover fields are in poor condition and we look for a very short crop. The 1913 crop was fair but much of the clover was ruined by bad weather and left in the fields. We believe that the amount in farmers' hands is very much overestimated, and little will be carried over by the farmers.—Kraus & Apfelbaum.

FORT WAYNE, IND., Jan. 5.—Our clover crop is the largest in several years. The farmers are still hulling seed out of their barns, which is slowly finding its way to market. A great deal of seed is also held speculatively by farmers who are looking for much higher prices. Considerable seed is still lying in the field unhulled. If the weather continues cold and favorable, a portion of it may still be hulled in the spring, but the trade believes that the larger portion of this seed will be lost. There will unquestionably be plenty of seed to go around even with this loss.—S. Bash & Co.

TOLEDO, O., Jan. 2.—The clover seed crop this year, while larger than the preceding season, has been disappointing as the Medium seed in most sections yielded very small returns, in many instances not paying the hulling. While the Mammoth seed yielded fairly well, such fields were scattered and far between. Some seed growers are holding for higher values, but the total so held is not large. The alsike crop was the smallest in many years. None of this seed is in growers' hands, and very little of it in dealers' hands. No timothy seed has been saved by the farmers this season and the little timothy seed that is coming forward is from the 1912 crop. Very little of any other grass seeds is raised in this state. We doubt there will be enuf good clover or alsike seed in this country to fill the demand for spring seeding.—Henry Hirsch.



PADUCAH, KY., Jan. 2.—Very little seed is saved in this section with the exception of a little clover and cow peas, and most of these seeds are still in the farmers' hands, as the cow pea crop was very short and farmers are holding for a very high price. An increased acreage will be sown this spring to clover, red top, and alsike, as many meadows were drowned in the floods of last spring.—M. J. Yopp Seed Co.

PARIS, FRANCE, Dec. 23.—The seeds now offered are of inferior quality, while the farmers and sellers hold them at higher prices than those paid some time back for the finest qualities. The greater part of this season's crop has been bot by dealers in other countries, and the farmers prefer to hold their seeds in view of future and some profitable sales. The quality of alfalfa seed offered is also declining and the lots now marketed generally contain large amounts of ribgrass and clover. The alsike seed is of nice appearance. The white clover crop was expected at first to be a good one, but it did not prove very successful and France is now purchasing abroad. Crimson clover is still much demanded from the United States, but there is little left to offer as the greater part of the crop has already been sold. French-Italian ryegrass is of good quality.—Rouget & Van De Walle.

MILWAUKEE, WIS., Jan. 5.—Wisconsin has not raised as bountiful a crop of red clover seed in a long time, and the quality on the whole is above the average. In some sections the farmers have been ready sellers; in other parts they have been inclined to speculate. Prices, while higher than a month ago, are still reasonable. Indiana and Ohio have a good crop, considerably larger than last year, but farmers are not moving their seed very freely. Michigan, Iowa and Minnesota have only a fair crop, considerably smaller than last year. Canada also has a smaller yield and acreage. Kentucky, Pennsylvania and New York have some seed. A new red clover producing country has developed in the last few years—Idaho and Oregon. Both of these states have this year produced thousands of bushels of beautiful seed, and this part of our country must be figured with in the future. Germany, Poland, Scandinavia, Hungary, Galicia, Austria, Bohemia, Holland, Belgium, Italy, and Russia report fair crops, but smaller on the whole than last year. France and England have an excellent crop of red clover. Many of

these countries, however, thresh their seed only after the weather has become cold, and it is difficult to tell just what their yields will be. The alsike seed crop has been a big disappointment to everyone. Never before was the crop of alsike so promising as it was in June and July; but owing to unfavorable weather near harvest time, the crop in Wisconsin, Michigan, Ohio and Indiana turned out to be one of the smallest in years. Alsike is usually exported in large quantities from the United States; but Russia and Canada have this year raised an enormous crop, enuf to supply the entire world. Both these countries have shipped large quantities into the United States. The alfalfa seed crop was immense, especially in the Southwest. The European crop is smaller than last year. Wisconsin and Europe raised only a fair crop of white clover seed. The sweet clover seed crop was about the same as last year, but a large quantity of it is unfit for seed purposes as it contains obnoxious weeds. Timothy seed was a small crop everywhere; and were it not for the large stock carried over from last year, prices would be considerably higher. Kentucky raised only a small crop of Kentucky blue grass, but Missouri produced large quantities. Orchard grass is a light crop; red top seed is the smallest crop ever harvested. Both English and Perennial ryegrass gave heavy seed crops.—L. Teweles & Co.

## Imports and Exports of Seeds.

Imports and exports of foreign and domestic seeds during the month of October, 1913 and 1912, and during the first ten months of 1913 and 1912, in pounds, were as follows, according to O. P. Austin of the United States Bureau of Statistics:

	IMPORTS.			
	October, 1913.	1912.	First ten months of 1913.	1912.
Castor beans ..	89,617	33,471	655,171	911,188
Flaxseed (bus.) ..	880,166	148,489	3,847,079	7,434,250
Red clover ..	.....	394,022	3,017,275	913,643
Other clovers	2,535,172	1,597,994	15,243,678	30,655,115
Other grass's	1,612,576	1,628,728	20,978,347	20,446,766
EXPORTS.				
Flaxseed (bus.) ..	14	57	283,072	4,337
Clover ..	459,219	158,563	3,590,497	1,060,114
Timothy	1,055,217	2,438,241	10,764,853	4,407,816
Other grass's	544,877	2,043,744	3,995,254	.....

## Weed Seed with Vetch Seed.

The most deceptive adulterant in samples of vetch seed is the seed of wild vetch, which is almost identical in appearance with hairy vetch. The seeds average smaller, however, are black and have a slight lustre. Along with this black-seeded adulterant is usually found a quantity of gray or mottled vetch seed of similar shape and size. These latter seeds are easily detected. The common weed seeds to be found in vetch seed are shown in the engraving. Many lots of hairy vetch seed consist largely of small seeded common vetch, suggesting the use of screenings of this kind as an adulterant. Crushed hairy vetch seed is of a lemon yellow color, somewhat lighter on the flat than on the rounded surface. The crushed seed of most of the other vetches occurring with the seed of the hairy vetch, varies in color from a dark fawn to a reddish orange.

As shown at *a*, corn cockle has a spiny surface, and angular form and is dark brown or black in color. It is the commonest of weed seeds with vetch seed.

Cow cockle, *b*, differs from the preceding in being spherical and not spiny. They are black and about the size of the smallest hairy vetch seeds.

Cleavers, *c*, are somewhat hemispherical, the flattened face having a depression or cavity at the scar. The surface is roughened and gray or light brown. The gray color aids in distinguishing these seeds from vetch seed.

Field bindweed, *d*, are angular, brown or gray, the surface being finely roughened. They are similar in form to those of the morning glory. They are common only in low grade lots of vetch.

Ball mustard seeds, *e*, are inclosed singly, in small, straw-colored or brown, net-veined pods. The pods are somewhat flattened and are about the size of the smaller hairy vetch seeds.

English charlock, or wild mustard, seeds, *f*, occur in some lots of poorly cleaned seed of hairy vetch. The charlock seeds are smaller than those of hairy vetch, and they are spherical, black or brown. They should not be confounded with the previously described cow cockle seeds, which are larger.

Wild oat seeds, *g*, are similar to the seed of the cultivated oat, but can be distinguished by the cup-shaped scar at the base. This seed is either brown or straw colored. Some seeds have brownish hairs, and a twisted awn from near the middle is more or less evident.

Darnel seeds, *h*, are similar to those of rye-grass, but are larger and heavier. The slender awn is often broken from the apex of the seed.

## Toledo Seed Movement.

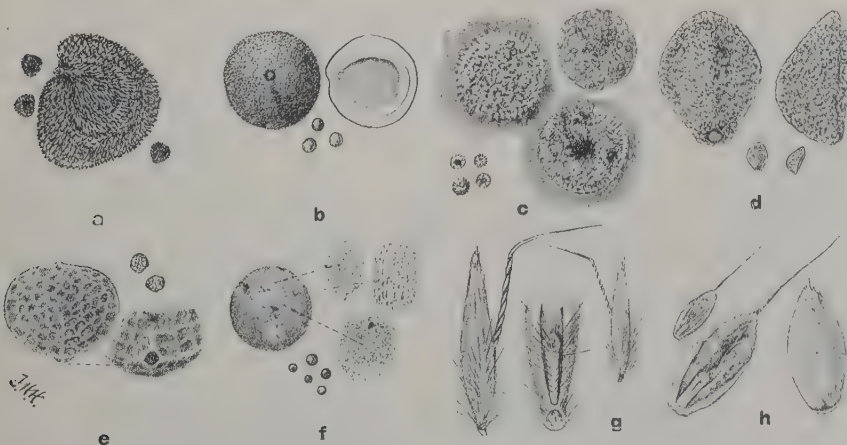
Receipts and shipments of seeds at Toledo during December, 1913, compared with December, 1912, in bags, were as follows:

	Receipts.		Shipments.	
	December, 1913.	1912.	December, 1913.	1912.
Clover .....	12,430	4,886	3,129	2,738
Alsike .....	1,469	186	983	149
Timothy .....	4,604	6,325	1,008	3,233

## Chicago Seed Receipts for Year.

The movement of seeds thru Chicago during 1913 shows a healthy increase over 1912. Totals for the various kinds of seeds, given in pounds, were as follows:

	Receipts.		Shipments.	
	1913.	1912.	1913.	1912.
Tim. .	37,427,000	24,970,000	33,197,000	25,091,000
Clover	5,371,000	4,593,000	5,057,000	3,870,000
Other gr's's	14,009,000	14,557,000	22,760,000	30,553,000
Flaxseed (bus.)	2,801,000	2,299,000	138,000	409,000



Common Weed Seeds in Vetch Seed. A, Corn Cockle; B, Cow Cockle; C, Cleavers; D, Field Bindweed; E, Ball Mustard; F, English Charlock; G, Wild Oats; H, Darnel. Enlarged and Natural Size. After Hillman, Bull. 515, Bureau of Plant Industry, U. S. Dept. of Agriculture.



## Grain Carriers

Chicago grain men were reported to be paying 1½¢ for vessels to hold corn at South Chicago for spring delivery at Buffalo; and because of the strong demand, vessels brokers held out for a 2¢ rate.

Advanced corn and wheat rates from Omaha, Council Bluffs and lower Missouri River points to Wisconsin stations on the Soo Line were recently approved by the Interstate Commerce Commission.

Freight conductors on the Chicago, Minneapolis, St. Paul & Omaha Ry. have been instructed to report all leaking grain cars on their waybills. If they will report them to the Grain Dealers Journal we will inform grain shippers.

Increases in wheat and corn rates from Kansas, Nebraska, Oklahoma and Colorado stations to Louisiana points, ranging from 2¢ to 11¢ per hundred pounds, were suspended Dec. 30 by the Interstate Commerce Commission until May 1.

Discrimination against Minneapolis in rates between South Dakota stations is alleged in the complaint of the Minneapolis Civic and Commerce Ass'n against the C. M. & St. P. R. R., which was heard by Interstate Commerce Commissioner B. H. Meyer at Minneapolis Dec. 29.

All claims against Minnesota railroads for excessive or discriminatory freight charges must first be passed upon by the state railroad and warehouse commission before the state courts can acquire jurisdiction, according to a decision by District Judge Dancer Dec. 26 at Duluth, Minn.

The right of a state railroad commission to regulate rates on a steamship line between points within the state was upheld by the California Supreme Court Dec. 29 in the case of the Wilmington Transportation Co. vs. the Commission, thereby reversing a decision of the Federal Circuit Court in a similar case.

Discrimination against East St. Louis, Ill., in favor of St. Louis, Mo., is charged by the Corn Products Refining Co., which maintains a plant at East St. Louis, in a complaint against the Wabash, Chicago & Alton and Illinois Central railroads filed recently with the Illinois Public Utilities Commission.

During 1913, 207,648 cars and 5,332 locomotives were purchased by United States and Canadian railroads, compared with 72,161 cars and 3,530 locomotives in 1911 and 284,188 cars and 7,362 locomotives in 1907. United States roads built 3,100 miles of new line in 1913, compared with 2,997 miles in 1912.

The Soo Canals during 1913 handled 204,821,567 bus. of wheat, 112,230,369 bus. of coarse grains, and 10,212,667 barrels of flour; compared with 174,086,456 bus. of wheat, 69,024,546 bus. of coarse grains, and 8,652,153 barrels of flour handled during 1912, according to L. C. Sabin, general superintendent of the American Soo canals.

Reductions in rates on grain, coal and lumber in Western Canada that will greatly stimulate trade between that country and the United States, it is rumored, will be ordered by the Canadian Railroad Commission, which will soon publish its findings in the so-called western freight rates case, on which it has been working for two years.

Grain rates from all points in Illinois and Indiana to Chicago, Ill., are given in the "East of Mississippi River Book of Grain Rates," published Jan. 10 by W. M. Hopkins, traffic manager, Chicago Board of Trade. The book which contains rates from 3,500 points, cost \$1.50 per copy. Supplements will be issued as necessary.

Rates on grain and grain products from Illinois points to Toronto, Ont., have been advanced, effective Jan. 8 by all roads except the Chicago, Indiana & Southern and Wabash Railroads. This advance was suspended by the Interstate Commerce Commission but later approved. The proportional rate of 12¢ on corn from Chicago to Toronto remains unchanged.

The Panama Canal will be in condition to pass vessels by Mar. 15, according to a high canal official, who has heretofore refused to make any predictions as to the date of opening. The greatest obstacle still remaining is the Cucaracha slide, at the Culebra cut. The first vessel to move thru the canal under its own steam was the crane boat Alexander Lavalley, which reached the Pacific entrance Jan. 7.

The necessity of meeting water competition will not justify a lower rate to one point than to an intermediate point, thereby violating the long-and-short-haul clause of the Interstate Commerce Act, according to a decision of the Interstate Commerce Commission announced Dec. 31. It furthermore held that "in the making of joint thru rates on long-distance traffic to local or non-competitive points, the differentials above the rates to the basing points should be reasonable in relation to the total distances involved."

In connection with the 5% increase in rates, the Interstate Commerce Commission will next week decide whether or not it will give shippers an opportunity to be heard. On Dec. 28 the Commission demanded that the railroads furnish it with information as to the cost of special services and allowances to shippers, including milling-in-transit privileges, the relations between the roads and private line car line companies, the Pullman Company, and railway supply companies, and other information tending to show how the railroads are using their revenues. The Commission wants to convince itself that the roads are distributing their present revenues honestly before permitting the roads to obtain any increased revenues.

The railroad commissions of Michigan, Ohio, Indiana, Wisconsin, Iowa, Missouri and Illinois, at a conference Jan. 5 decided that the Interstate Commerce Commission's block system for interstate express business, which becomes effective Feb. 1, if adopted for intrastate shipments without modifications, might result in hardships and discriminations. The state commissions will work in harmony with the national commission's plan but will reserve their right to vary from the uniform rates whenever it seems desirable.

The suit of the Farmers Mutual Co-operative Elevator Co., Primghar, Ia., v. Illinois Central Railroad Co., for damages to a car of corn that was wrecked was recently settled out of court. The elevator company sought recovery for \$561, the value of the corn. The railroad company sued for damages from the elevator for overloading the car, which it claimed was the cause of the wreck. In the final settlement, the Illinois Central paid the elevator company \$267, the amount of money received for the grain that was salvaged.

A uniform scale of freight rates in this country is neither possible nor desirable, according to Balthasar H. Meyer of the Interstate Commerce Commission. Mr. Meyer, in addressing a meeting of the American Economic Ass'n at Minneapolis, Minn., Dec. 29, said: "The kaleidoscopic nature of the facts which enter into a particular rate problem will always, probably, defeat every attempt to impose a uniform rule upon traffic thruout the United States. The most important single factor is the fair or final value, which we hope will be known in the not distant future. (He refers to the physical valuation of railways.) Outstanding securities against the property being valued should not receive any consideration in the establishment of rates to be collected for the public use of the property."

The Illinois Manufacturers Ass'n on Jan. 2 expressed its approval of the 5% increase in freight rates, thereby reversing its attitude in 1908 and 1910, when it was perhaps the leading organization in fighting increased rates. The ass'n adopted the report of a special committee appointed to investigate the matter to the effect that, because of increased operating expenses, "the net revenues of the carriers are not sufficient to provide for that degree of rehabilitation and extension of facilities which prompt and efficient serv-

# NEW CORN

## DO NOT DELAY

Reproduction of a Large Placard Being Sent to Shippers by Indianapolis Board of Trade in Hope of Encouraging Prompt Handling by Carriers.



ice to the shippers demand," and the com'te is convinced "that shippers can better afford to pay a uniform advance of 5% than suffer in the future any impairment of railroad service." It recommends that the increased revenues be applied not to further wage advances but to the improvement and enlargement of transportation facilities.

The proposed increase of 1c in Illinois intrastate grain rates was suspended Jan. 6 by the Illinois Public Utilities Commission upon complaint of shippers. The roads sometime ago filed tariffs with the Illinois Railroad and Warehouse Commission and the Interstate Commerce Commission increasing rates from Illinois stations on both interstate and intrastate grain. The Interstate Commerce Commission has permitted the increases in rates to points outside of the state to become effective Jan. 8. The Illinois Public Utilities Commission has granted a further suspension of the tariffs until a full hearing can be held.

The Chicago & Eastern Illinois R.R., effective Feb. 8, will apply west of Chicago its local basis of minimum weights on grain to Eastern Trunk Line territory. This establishes one basis of minimum weights up to Chicago, regardless of destination; and it will no longer be proper to apply to the proportion west of Chicago the Official Classification basis of minimum weights. Other Illinois-Indiana roads having thru rates via Chicago still retain the Official Classification and special export basis of minimum weights from point of origin to destination. W. M. Hopkins, traffic manager, Chicago Board of Trade, warns country shippers to load cars as heavily as possible in order to protect themselves against penalties.

The demand of the Kansas City Board of Trade for lower rates on grain to Memphis, Tenn., and the Illinois Central tariffs establishing lower rates on grain and grain products from Omaha, Neb., than apply from Kansas City, Mo., to stations on the Illinois Central and Yazoo & Mississippi Valley Railroads in Mississippi, will be heard by Interstate Commerce Commissioner B. H. Meyer Jan. 26 at Kansas City. In this connection, a meeting was held recently at St. Louis by the traffic managers of the grain exchanges of St. Louis and a number of Ohio River cities, to draw up a petition on the Interstate Commerce Commission that, if any reduction is authorized in grain rates via Kansas City or Omaha, an equalizing reduction be ordered via St. Louis and Ohio River crossings. Guy M. Freer, traffic manager, Cincinnati Chamber of Commerce, will formulate the petition.

THE WISCONSIN Legislature at its last session enacted the land mortgage ass'n law, which authorizes the formation of co-operative mortgage ass'ns. The State Board of Public Affairs and the Commissioner of Banking are now drawing up the constitution and by-laws for such ass'ns. The law provides that 15 or more persons may incorporate for a minimum of \$10,000, adopt the constitution and by-laws established by the state authorities, and loan funds secured by first mortgages on farm lands. The ass'n can deposit these mortgages with the State Treasurer and issue bonds to an amount equal to that of the mortgages deposited. The sale of these bonds will give it funds for further loans. This scheme, it is believed, will enable Wisconsin farmers to obtain money at the lowest possible rates.

## Feedstuffs

The Belle Fourche Alfalfa Milling Co., Belle Fourche, S. D., recently started up its new alfalfa mill.

The Standard Grain Co., Omaha, Neb., has made final arrangements to erect an alfalfa mill at Greybull, Wyo.

Blamberg Bros., Baltimore, Md., have leased a five-story warehouse and will engage in the feed and seed business.

Tennessee collected \$68,222.61 thru the sale of feed tags in 1913, compared with \$61,090.74 the previous year, according to A. L. Garrison, state feed and seed inspector.

Nichols & Webster, Spencerport, N. Y., lost \$22 in cash Jan. 6 when robbers blew their safe. The thieves chose an unfortunate time for their work, as the safe usually contains a much larger sum of money.

R. C. Witter, Wamego, Kan., recently bot the alfalfa mill of A. S. Eaton & Son. This mill, which can turn out 15 tons of feed daily, was built several years ago but has been in operation only a few weeks.

Gluten feeds, composed of the gluten of any grain, will hereafter be licensed by the New York Department of Agriculture, which has just received an opinion from State's Attorney General Carmody that the term "gluten" is not limited to the products of wheat, and "gluten feeds" may properly cover corn starch by-product with bran and distillers grains, and other feeds composed of the gluten of any grain.

The Delaware County Feed Dealers Ass'n of New York State held its second semi-annual meeting Dec. 11. The ass'n decided to affiliate with the Tri-State Feed Dealers Ass'n. It also went on record as vigorously opposed to any state law imposing a tax on feeds. A banquet was given and in the evening E. W. Long, Youngs, N. Y., discussed the economic position of the feed dealer. Five new members joined the ass'n. The next meeting will be held in June.

Japanese mills are reported to be planning the sale of their mill by-products to feed dealers along the Pacific Coast, and a cargo of their feeds is said now to be in transit. Japanese bran, it is believed, can be imported profitably into this country, despite the \$2 per ton duty. The milling industry in Nippon is developing rapidly, but difficulty is experienced in disposing of the offal. The sale of these milling products in this country will offer an outlet which Japanese millers are apparently determined to use.

The Missouri Food and Drug Department will require bran containing less than 50% of screenings to be labeled "bran with screenings." Bran having the whole mill run of screenings must be labeled "bran with mill run of screenings." Bran containing only a part of the mill run of screenings, providing it is not an inferior portion, can be labeled "bran with screenings not exceeding mill run." As a result of the recent agitation about bran labeling, most of the state feed control departments are now treating bran as a mixed feed and are making it subject to state inspection and the inspection fee. Heretofore bran has been exempt from this burden.

## U. S. OFFICIALS RULE ON Bran Labels.

The proper labeling of bran in interstate commerce is covered in a recent letter to W. H. Marshall, sec'y, Southwestern Missouri Millers Club, from the United States Board of Food and Drug Inspection, of which C. S. Alsberg is chairman, reading as follows:

We are of the opinion that the designation "bran and screenings" properly designates a mixture of bran with less than 50% screenings. The designation does not, in our opinion, necessarily mean that the bran contains screenings in addition to the screenings contained in the wheat from which the bran was made.

It may, however, be used to cover a mixture of bran with screenings in excess of the screenings contained in the wheat from which the bran was prepared, provided the screenings amount to less than 50% of the mixture.

Under the national law it is not necessary to state the percentage of screenings, but there is no objection to such a statement. If a statement is made, however, it must be in accordance with facts.

It is our understanding that certain of the states under their state feedingstuff laws will require a statement of the percentage of screenings. So far as the national food and drugs act is concerned, it is satisfactory for any statement relative to the contents of the package to appear on either bag or tag, or both, but no statement on either bag or tag should be inconsistent with any other statement on the bag or tag.

We are of the opinion that the terms "wheat bran with mill run screenings" correctly describes a mixture of wheat bran with the entire mill-run of screenings. Such a mixture as this is supposed to contain the whole mill-run of screenings, not a portion of the same, and is not supposed to contain screenings in excess of the screenings in the wheat from which the bran was prepared.

We are of the opinion that the term "wheat bran with screenings not exceeding mill-run" correctly describes a mixture of bran with the whole mill-run of screenings or bran with a portion of the mill-run of screenings, provided that such portion is representative of the screenings and is not an inferior portion thereof. The designation "wheat bran with screenings not exceeding mill-run" would not properly describe a mixture of wheat bran with an inferior portion of the mill-run of screenings added.

The same principles that apply to labeling mixtures of bran and screenings also apply to labeling mixtures of other flour millfeeds and screenings.

DANUBIAN corn was sold Jan. 8 at New York at 68½c for February shipment, the first sale on record of this corn in an American market.

A NEW VARIETY of flax has been developed by Luther Burbank, the California "plant wizard," which he claims will produce oil that is absolutely neutral, a quality that manufacturers of painters' materials have striven years to obtain. Mr. Burbank has also developed a new cereal known as quinto, which he predicts will take the place of wheat, oats or barley. These two plants are the result of experimental work by Mr. Burbank for nearly a quarter of a century.

## Exports of Feedingstuffs.

Exports of feedingstuffs during October, 1913 and 1912, and during the first ten months of 1913 and 1912, according to O. P. Austin of the United States Department of Commerce, were, in tons, as follows:

	October, 1913. 1912.		First ten months of 1913. 1912.	
Bran and mid- dlings .....	343	599	4,148	83,046
Dried grains and malt sprouts ..	5,415	4,840	71,196	63,617
Mill feeds .....	7,332	7,571	138,674	27,101
Oil cake and oil cake meal.				
Corn .....	1,912	3,227	31,975	30,719
Cottonseed .....	57,824	61,994	391,074	431,167
Flaxseed .....	23,959	29,696	371,642	288,832
All other .....	130	603	1,070	2,000



# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—We want to build a 40,000-bu. elvtr., a 40,000-bu. steel tank storage house, from 1 to 3 frame warehouses with a storage capacity of 70 cars, and 2 fireproof warehouses with 100-car capacity, a 350-bbl. meal plant, a 3,000-sack per day mixed feed plant and a 4,000-sack per day chop plant, to replace our plant burned Dec. 13. We have not, however, made any definite plans.—Cunningham Com'n Co. Plans are being drawn and the plant will be erected by Kaucher Hodges & Co.

## CANADA.

Tribune, Sask.—E. McKoene of Ambrose, N. D., will build an elvtr. at this point.

Okotoks, Alta.—The Hogg & Lytle Co. has bot the elvtr. of the Alberta-Pacific Elvtr. Co. at this station.

Port Dalhousie, Ont.—The 2,000,000-bu. government elvtr. at this point will be completed at an early date.

Kincardine, Ont.—Robert T. Walker, a well known grain buyer of this section, died suddenly, Dec. 22, at the age of 79.

Macgregor, Man.—W. M. Matheson will succeed me as mgr. of the Lake of the Woods Mlg. Co. at this point.—W. W. Rogers.

New Westminster, B. C.—The Alberta-Pacific Elvtr. Co. has bot a 30,000-bu. elvtr. at this point to be used in export trade, according to report.

Horison, Alta.—C. R. Shrob who has been buying grain for the Golden West Grain Co. at this station, has returned to his home in Minot, N. D.

Moose Jaw, Sask.—The Moose Jaw Elvtr. Co. will build a 30,000-bu. elvtr. at Archive, the first switch on the new branch of the C. P. R. south of here, in the spring.

Windsor, Ont.—The Windsor Mlg. Co. incorporated; capital stock, \$100,000. The company has bot the business of Orr Bros., who have been in business here for the last 20 years.

Transcona, Man.—The straightening of the tilted tanks of the Can. Pac. Ry. Co. Elvtr. is proving a Herculean task and it will be months before the work is completed. A false foundation will be put in under the tanks.

Saskatoon, Sask.—James R. Wilson has been elected pres. of the recently organized Saskatoon Grain Exchange. It is believed that this city will become a big grain center when the Hudson Bay Ry. Co. completes its lines and the government elvtr. is finished.

Prince Albert, Sask.—The Prince Albert and District Grain Growers Ass'n at a recent meeting in this city, passed an important resolution opposing the opening of a sample grain market at Winnipeg. The Ass'n also endorsed the action of the Canadian Council of Agriculture in asking that the tariff on wheat and wheat products imported from the United States be removed so that wheat of the western grain growers may be admitted under the provisions of the new American tariff act. An important recommendation regarding the extension of the present powers of the Railway Commissioners was carried as follows: "That in the opinion of this convention the Dominion Government should enlarge the duties of the present railway commissioners so that they may have power to settle all differences between private property owners and railway companies re right of way."

Port Nelson, Ont.—The preliminary plans and specifications drawn by the Canadian-Stewart Co. for the new elvtr. to be erected here, have been accepted by the government. The plans will now be developed and as soon as ready will be opened for bid.

Shaunavon sta. (Gull Lake p.o.), Sask.—Four elvtrs. are now under construction at this point. The Alberta Pacific Co., State Elvtr. Co., Pioneer Elvtr. Co., and the Lake of the Woods Mlg. Co. are all at work on houses, while a local firm is preparing a site for the 5th house. There were no elvtrs. here up to last November. I will be mgr. for the Lake of the Woods Mlg. Co. as soon as the elvtr. is completed, W. M. Matheson succeeding me at Macgregor, Man.—W. W. Rogers.

Fort William, Ont.—Members of the Grain Exchange are organizing and will carry on the business of a sample market for their own benefit and also to accommodate the western sellers and buyers, until the government sample market, the opening of which has been indefinitely postponed, shall be put into operation. I. O. Kenny, sec'y of the Grain Exchange, says: "Farmers may now consign their grain to the Fort William sample market, advising any one of the members of the Exchange, who will look after the selling, payments, etc., at the usual commission rates. Names of members in good standing will be furnished by the secretary of this Exchange. Cars billed to Fort William sample market will be sampled and graded at Winnipeg in the usual way, and samples forwarded to the secretary of this Exchange, who will place them on the sample tables, and the member in whose care they are shipped disposes of them to the highest bidder. Should the grain not merit a premium, the grade value will be obtained."

Ft. William, Ont.—At a recent meeting of prominent grain men of the Dominion and the representatives of the Can. Pac., Can. Nor., and G. T. Pac. Ry. companies, held in the board rooms of the grain commission, a docket of rules and regulations submitted to the grain com'sners' board by the Dominion Millers' Ass'n of Ontario, whereby shipment of cars of grain can be made by all rail routes to the East with a minimum of handling, was considered. The docket was accepted by those present with one exception. The elvtr. operator may, in order to facilitate the loading of grain or the rapid movement of cars, apply all the cars received one day to export orders, and the following day to local orders, provided there should not a proportionate number of cars be supplied to maintain equality of the shipments between local and export orders filed, so that at the end of each week there shall be no advantage in the shipment of export over local orders. Another question discussed was the advisability of an order from the grain commission requiring all elvtrs. at the Head of the Lakes to install flax cleaning machinery in order to take care of the big flax movement at this port.

## WINNIPEG LETTER.

The Federal Grain Co. has increased its capital stock from \$40,000 to \$100,000.

W. A. Matheson has succeeded G. V. Hastings as Western mgr. for the Lake of the Woods Mlg. Co.

Harvey P. Simpson, government member for Dauphin, offered a resolution in the provincial legislature, Jan. 6, advocating the removal of the countervailing duty on Canadian wheat entering the United States.

The annual banquet and dance of the employees of the Grain Growers Grain Co. was held Jan. 2, with 200 in attendance.

T. A. Crerar acted as toastmaster. A. McCurdy, W. H. Trueman, J. L. Wells, M. S. Smith, G. F. Chipman, W. H. Quinn, W. F. Kenny and G. G. White made short and interesting responses to the toasts proposed.

The Canadian Minister of Trade and Commerce has decided to establish a laboratory in this city for testing grain as regards moisture, contents, milling and baking value, and conditions developed in storage and transportation. Canada has lost heavily because of the large percentage of moisture in the grain. Grain which, in other respects, would grade No. 1 or 2 straight, if it contains more than a nominal percentage of moisture, has to be graded by inspectors as tough, damp or wet, with a consequent lowering of the price below what it would command if it were graded straight. The proportion of tough, damp or wet grain produced has a tendency to increase from year to year. The laboratory will be in charge of E. Birchard, who for some years has been engaged in similar work in the laboratory of the United States Department of Agriculture at Washington.

## COLORADO.

Windsor, Colo.—W. G. Amos, mgr. Windsor Mill & Elvtr. Co., died recently of heart trouble.

Eaton, Colo.—Clarence Mills, asst. mgr. of the Eaton Mlg. & Elvtr. Co., died recently of tuberculosis.

Burlington, Colo.—Hugh Baker has bot the elvtr. of G. W. Brandt, who is now in the grain business at Goodland, Kan.—B. E. Roller, agt. Phillipsburg Mill & Elvtr. Co., Goodland, Kan.

## DISTRICT OF COLUMBIA.

Washington, D. C.—The hay and grain warehouse of Wm. M. Galt & Co. burned to the ground Jan. 7; loss \$100,000. R. L. Galt, pres. of the company, is of the opinion that the fire was of incendiary origin, traces of gasoline being found around the premises.

## IDAHO.

Lewiston, Ida.—We have closed our cleaning plant here for the remainder of the season.—F. P. Lint, former mgr. Interior Warehouse Co.

Menan, Ida.—The Menan Storage & Elvtr. Co. has lately been organized here as a branch of the Farmers Society of Equity and is building a rock warehouse and elvtr. 60x100 ft. E. M. Staker is sec'y. —Menan Mlg. Co.

## ILLINOIS.

Pekin, Ill.—The Corn Products Co. will reopen its plant here Jan. 12.

Bradley, Ill.—A 40,000-bu. elvtr. is being erected by the Farmers Elvtr. Co.

Paxton, Ill.—Risser & Rollins have recently overhauled their drier.—Chas. Shelby.

Hindsboro, Ill.—S. Munson has bot the elvtr. of E. Eversole & Co., who are in hands of a receiver.

Washington, Ill.—The Heiple Elvtr. has been torn down by the T. P. & W. Ry. Co. which recently bot it.

Bryce sta. (Milford p. o.), Ill.—We have succeeded E. L. Grobe.—Herron Bros. T. C. Herron will be mgr.

Murrayville, Ill.—Harry Cade & Co. has succeeded Osborne & Cade, Mr. Cade having bot his partner's interest.

Rio, Ill.—The Rio Grain Co. will handle coal, brick, tile and mixed feeds in connection with its grain business.

Mendota, Ill.—Jas. A. Eyer of Ladd has succeeded John Barth as mgr. of the Mendota Farmers Elvtr. & Supply Co.



Milford, Ill.—The Herron-Patterson Co. is not in the grain business now at this station or at any other.—Herron Bros.

Witt, Ill.—Chas. Houck of Litchfield has succeeded John Lounsbury as mgr. of the Farmers Elevtr. Co., Mr. Lounsbury having resigned.

Earlville, Ill.—The elevtr. of Alvin Kaminky & Co. was recently slightly damaged by fire, the blaze starting from friction in the machinery.

Bryce sta. (Milford p. o.), Ill.—I have succeeded J. W. Wallrich as mgr. of the Farmers Grain Co.—W. V. Marshall, formerly agt. E. L. Grobe.

Dewey, Ill.—I have installed a Brown-Duvel Moisture Tester.—Thos. Ogden. It is reported that the local dealers will buy grain only by test in future.

Granville, Ill.—John H. Miller & Sons bot the elevtr. of Surface & Packingham, Inc., Oct. 15, and Mr. Miller is now operating it under the above name.—Richard Fiedler.

Flanagan, Ill.—Francis and John Sherry have bot the elevtr. of the Farmers Elevtr. Co., recently purchased by them from Locker Bros., and will operate as Sherry Bros.

Kenny, Ill.—We are installing a No. 3 Ideal Hess Grain Drier and Cooler in our elevtr. and also making a few other changes in the machinery.—H. B. Rowe & Son, operating as the Kenny Elevtr. Co.

Panola, Ill.—It is rumored that M. L. Miller, a grain dealer of El Paso, has leased the elevtr. owned by Champaign parties. This will make three elevtrs. in operation here. The elevtr. has not been used since Mar. 1.—S.

Cairo, Ill.—The Halliday Elevtr. Co. has contributed to the fund raised by the city to build a reinforced concrete wall on the Ohio river side which will be extended so as to include the elevtr. company's plant. The elevtr. has at present a 55½ ft. flood level, but the new wall will put it inside the 60 ft. flood barriers.

Cairo, Ill.—H. Seymour Antrim, pres. of the Board of Trade, and a well known grain dealer, was accidentally shot and seriously wounded, Jan. 1, as he stood on the steps of a church where he was attending a watch party. The shot probably fired by someone in celebration of the New Year's dawning, struck Mr. Antrim in the head.

Tuscola, Ill.—A meeting of grain men from this locality was held here Dec. 30. The all-absorbing topic of discussion was "Railroad Claims." Shippers on the Ill. Cent. and the C. H. & D. R. R. said that the railroads were transferring all suits for claims from the Justice Court to the Federal Court at Danville and were in this manner putting them to a great deal of inconvenience. It was further stated that the roads were refusing to accept "Destination Weight Certificates" as sufficient evidence of the weight contained in the car, and required that the weigher himself be present and identify the certificate and testify as to its correctness. A number of those present went to Bloomington the next day to confer with Att'y Wm. R. Bach of the Illinois Grain Dealers Ass'n.

Ottawa, Ill.—The program as prepared so far, for the annual convention of the Farmers Grain Dealers Ass'n of Illinois, which will be held in this city Feb. 17 to 19, includes the following: Discussions, "In and Out Weights," by John Goemmel, W. G. Nelson and F. E. Davis; "How to Collect Freight Claims and What Classes Are Collectable," by F. J. Craner, M. L. Lowe and A. N. Steinhart; "Conditioning of Grain, Does It Pay?" by J. E. McCreery, Chas. Cochran, M. M. Wright and Roy Jones; Address, by J. H. Walker, Danville; Address, Chas. Brand, Washington, D. C.; "Standardization of Grain," by Dr. J. W. T. Duvel, Washington, D. C.; "Agricultural Organization," by Sec'y of Agriculture, David F. Houston; Discussion, "How to Bring the Producer and Consumer Together," by John Miller, Jesse Simpson and Geo. Brunskill. A banquet will be tendered all the "Co-operatives" present at the Clifton Hotel, on the afternoon of the 19th.

Decatur, Ill.—This city has 2 grain inspectors, one of them appointed by the state inspection dept. and the other the inspector who has been serving the grain trade here for many years. The state inspector has had no experience as an inspector, having been a grain buyer at a country station for the last 8 years and as the Decatur industries refused to accept his inspections, he is not inspecting any grain but is drawing his salary just the same.

## CHICAGO NOTES.

Geo. R. Denniston has recovered from his recent illness and was on 'change again Jan. 2.

The dues of the Board of Trade have been fixed for the year at the usual amount, \$75.

Board of Trade clearings for the year amounted to \$55,786,278, compared with \$70,338,859 for 1912.

Augustus H. Hovey, for many years a member of the Board of Trade, died at Los Angeles, Cal., Jan. 2, at the age of 84.

CHICAGO CALLERS: John Miller, Grand Mound, Ia.; A. F. Hepworth, of Simpson-Hepworth Ltd., Winnipeg, Man.

The names of 33 members were posted, Dec. 29, as delinquents in the matter of yearly dues and a number paid up at once.

J. E. Carney, statistician for J. S. Simons & Co., who has been connected with the firm for many years, has left the company.

B. E. Saveland, formerly New York correspondent for E. W. Wagner & Co., is now representing that company on the floor of the Board of Trade.

A petition to permit corn on track Dec. 31, of contract grade, to be delivered on contracts, was not allowed by the directors of the Board of Trade.

Perry, Price & Co. began operation in this market, Jan. 1. They will handle grain, provisions, stocks and bonds and have an office on South La Salle St.

Chas. F. De Woody has resigned as division supt. of the Dept. of Justice for the city, and it is said he will enter the brokerage business on the Board of Trade.

Michael Flinn, a workman on the new elevtr. of Keelin Bros., was crushed to death, Dec. 27, between the outer concrete wall of the elevtr. and a hoisting machine.

John Weinand of Ware & Leland underwent an operation Dec. 29. He is recuperating satisfactorily and will probably be again at his desk within three weeks or a month.

The default in December corn of 150,000 bus. short thru W. A. Fraser & Co. has been settled on the basis of 71c, the closing price for December. This settles up the option.

The Cragin Elevtrs. Co. has given a trust deed to the Chicago Title & Trust Co. for a loan of \$150,000 for 10 years with interest at 6%. The loan is secured by the elevtr. and property owned by the company.

The proposed amendment to the rules of the Board of Trade providing for the reinstatement or re-admission of an expelled member, was not among those passed as reported, but was defeated by a vote of 400 to 241.

At the meeting of the Transportation Ass'n, Jan. 13, W. M. Hopkins, traffic mgr. of the Board of Trade, will be the speaker of the evening, addressing the diners on "Transportation and Its Relation to Public Interests."

Notice of the dissolution of partnership of Edward MacLane and David Gershin, operating as Edward MacLane & Co., has been sent to the trade. Mr. MacLane will continue the business with offices at 186 N. La Salle St.

Clem B. Mears has applied for membership in the Board of Trade. J. J. Murphy has been admitted to membership and the certificates of Frank G. Badger, Harry L. Horton and Warren E. Morris have been posted for transfer.

The Cragin Elevtrs. Co. lost one of its drying kilns, a brick structure 50x50x75 ft., by fire Jan. 5, the damage being estimated at \$20,000. The kiln was part of their Drying House "A". The building was insured; and the company will rebuild at once.

A handsome gold watch was the Christmas gift of the employees of Lamson Bros. & Co. to L. J. Lamson, senior member of the firm. J. M. Simpson, O. M. Roth, J. M. Hopkins and S. W. Kellogg were the presentation com'te which delivered the gift Dec. 24.

Delivery of corn in cars on track on December sales as requested by Rosenbaum Bros., was denied by the directors of the Board, declaring the rules gave them no power. Jas. Patten, who had the December lot, however, did much to relieve the situation of those who had the future sold and were unable to make delivery.

At its first Chicago meeting the new Public Utilities Com'n instructed the State Grain Inspection Dept. not to allow its employees to obtain free transportation on various railroads in and about this city. Inspectors of the dept. have for years been riding to their inspection points on passes granted by the railroads. Some of them had to pay their fare out of their own pockets. John P. Gibbons, chief state inspector of grain, immediately purchased 25-ride tickets for the inspectors.

J. P. Gibbons, chief grain inspector of the Board of Trade, appeared before the Public Utilities Com'n at its first Chicago meeting, Jan. 5, and explained the proposed advance in the rates charged for inspection by the state grain inspection dept. The rate is now 35c per car and it is proposed to advance it to 50c. It is said that the dept. is not self-sustaining under the rate of 35c per car, which was put into effect about 2 years ago, due to the heavy expenses incurred in giving the moisture test to every car of corn. The com'n took the matter under advisement.

The annual election of officers of the Board of Trade was held Jan. 5 with no opposition to the "harmony" ticket, which was almost unanimously elected, it being the quietest election for years. The following are the new officers and the number of votes polled by the candidates, the total number of votes cast being 895: C. H. Canby, 855, pres.; J. P. Griffin, 877, 2d vice-pres.; directors, for regular term, Ralph Schuster, 732; L. F. Gates, 727; George T. Carhart, J. J. Fones and J. J. Stream; director for 2 years, George E. Marcy, 710; director for 1 year, John Carden. The following were elected members of the appeals com'te: Edward Andrew, Fred G. Miley, Warren A. Lamson, Emile J. Garneau and John C. Wood; arbitration com'te: Earle M. Combs, William Wittman, Isaac N. Neeld, Joseph F. Lamy and Richard V. McNellis. The new officers, with the exception of the directors, will be inaugurated at the annual meeting, Jan. 12.

The annual report of the Board of Trade issued by Sec'y J. C. F. Merrill, which will be presented at the annual meeting to be held Jan. 12, shows receipts of \$391,137 and expenditures of \$395,035, leaving cash on hand Jan. 5 of \$7,345, against \$11,293 the year previous. Receipts from assessments on memberships were \$121,875, against \$122,025 the previous year. The total membership is now 1,625, a decrease of two during the year. Receipts from transfer of memberships were \$11,900, an increase of \$900 for the year. From grain sampling and seed inspecting depts. \$50,653, compared with \$54,536 in 1913. Quotation dept. \$36,065, a decrease of \$2,191. Legal expenses aggregated \$13,536, while in the previous year they were \$7,586. Transportation dept. cost \$14,572, against \$15,024. The market report com'te expenses were \$14,210, a decrease of \$6,055. Grain sampling dept. \$50,288, an increase of \$534. The promotion com'te cost \$8,523; in the year before, \$9,996. Receipts of the weighing dept. were \$156,143 and disbursements \$144,518, a profit of \$11,624.



The Fleishmann Malting Co. is building four concrete tanks 20 ft. inside diameter and 81 ft. high, as a storage addition to its plant at 51st St. and the P. C. C. & St. L. Ry. tracks. The tank walls are 7 in. thick, except where in contact, where they are 9 in. thick. The cupola, also of concrete, is 20 ft. wide and 9 ft. 3 in. high. The foundation consists of a concrete slab 2 ft. thick, 45 ft. 3 in. at greatest width, and 43 ft. 7 in. at greatest length. The tank floors are 1 ft. thick. The basement is 5 ft. 7 in. high. The contractors, James Stewart & Co., are rapidly pushing the work and expect to have the tanks completed on or before Apr. 1.

Lamson Bros. & Co., in celebration of the fortieth anniversary of the founding of the company, gave a banquet the evening of Jan. 5 at the Congress Hotel to ninety of its department heads, pit traders, branch office managers and correspondents. After all had been put in splendid humor by the luxuries provided, J. M. Simpson, who has had 20 years of service with the company, gave "A Little History." Sidney S. Date, a retired member of the firm, spoke on "Lamson Brothers I have Met." R. W. Searle, taking as his topic "What Adjustment Will the New Tariff Bill Compel?" pointed out that the relatively small quantities of Canadian oats imported into this country were holding down the price for the entire United States crop. The same condition obtains with regard to Argentine corn. L. F. Gates, who was toastmaster, stated that, as a result of the new tariff law, the seaboard had been moved inland one hundred miles, and many changes and adjustments in the lines of trade would be necessary. Other employees spoke on topics of interest. Henry H. Kennedy, the firm's attorney, closed the program with an instructive address on "The Spirit of the Times." Those present voted the evening the most enjoyable of all the Lamson annual banquets.

W. M. Hopkins, mgr. Transportation Dept. of Board of Trade, in Bulletin No. 275 advises that effective Jan. 1, 1914, the Belt Ry. advanced its switching charges on grain originating beyond Chicago and handled by the Belt Ry. as an intermediate carrier between connecting lines to \$3 per loaded car, and \$1.50 per empty car, the present charges on this class of traffic are \$2.50 per loaded car and \$1.25 per empty car. The following charges of the Belt Ry. still continue: To industries on Belt Ry. on grain from connecting lines, \$3 per car of any weight. From industries on Belt Ry. on grain to connecting lines, destined to points within the Chicago district, \$4.50 per car of any weight. On grain handled by the Belt Ry. as an intermediate carrier between connecting lines, originating at and destined to points within the Chicago district,  $\frac{1}{2}$ c per 100 lbs., minimum weight 60,000 lbs. (includes return of empty car).

Three of the carriers affected by the order of the state railroad and warehouse com's'n, effective Dec. 15, in regard to the discrimination of rates on Chicago haul of grain to this market and in the Chicago Switching Districts, have appealed to the Circuit Court, the appeal acting as a stay of the order. This case has been before the com's'n for a number of years. The practice of these defendant carriers has been to require a switching charge on grain delivered in the Chicago Switching District, which amounted to approximately  $\frac{1}{4}$ c a bu. on corn and an average cost of about \$3.50 per car on all grain. The case was heard before the com's'n in full, and it supported the contention of the Illinois Grain Dealers Ass'n, which petitioned that carriers deliver all cars of grain in the Chicago Switching District, for the road haul rate, where the car earnings are \$15 or more.

#### PEORIA LETTER.

I will operate as the Geo. W. Cole Grain Co.—Geo. W. Cole.

Bryant J. Yeck has applied for membership in the Board of Trade.

The regular business session of the Illinois Grain Dealers Ass'n was held at the Hotel Jefferson, Dec. 30.

N. R. Moore is being mentioned as candidate for pres. of the Board of Trade to succeed Pres. J. H. Ridge, and T. G. Jacobs has been suggested for the 1st vice-presidency.

The Board of Trade has appointed a com'te to draft papers of incorporation, as it has been found that the exchange altho doing business for a number of years, has never been incorporated.

Grain samples, sample pans, and other objects of like nature suddenly took wings and flew thru the air at a lively rate of speed, at the close of the trading session, Dec. 31, in honor of the near approach of the New Year. Laughter and good humor held full sway, the pandemonium reigned supreme for a few moments.

Orlando Castro, fireman at the plant of the American Mfg. Co. at South Bartonville, was probably fatally burned when a plug blew out of the boiler as he was firing up and enveloped him in a cloud of steam and hot water. He attempted to escape by crawling over a coal pile, but the coal slid, throwing him back into the steam and hot water. Little hope is entertained for his recovery.

#### SPRINGFIELD LETTER.

"The Public Utilities Law will not affect contracts, but if a party stores grain, and charges for storage, after Jan. 1, 1914, he becomes amenable to the law. Where the elvtr. man has contracted to store grain at a fixed rate for the storage, and which will extend beyond Jan. 1, 1914, he had better not charge any storage after Jan. 1, notwithstanding it may necessitate some loss and inconvenience."—Wm. R. Bach, attorney for Illinois Grain Dealers Ass'n.

All public utilities companies are being notified to file all their rates and regulations for the service rendered with the new com's'n. It is still a question with the com's'n as to whether the provision for filing these charges should apply to farmers elvtrs. It will include, of course, all public warehousemen in the City of Chicago. The application of the statute to the country elvtrs. will probably be determined at an early date.—Wm. Kilpatrick, acting sec'y, State Public Utilities Com's'n of Illinois.

The Public Utilities Com's'n on Jan. 6 ordered a suspension in the proposed 1c increase in freight rates on grain shipments within the state, until Feb. 3, at which time a hearing will be held to decide the matter. The order was entered in the complaint of the Illinois Farmers Grain Dealers Ass'n against the A. T. & S. F. R. R. Among those present at the hearing were: Lee G. Metcalf, W. H. Suffern, A. N. Steinhart, W. M. Hopkins, and representatives of the Peoria Board of Trade, the Cairo Board of Trade and the Merchants' Exchange of East St. Louis.

On account of the change from the Railroad and Warehouse Com's'n to the Public Utilities Com's'n of the State of Illinois and the work necessary to complete its organization, it has been decided that the regular meeting of the com's'n for January to consider matters in relation to changes in classification, which under the rules, would occur on Jan. 14, will be postponed until Feb. 18, and the matters now on the docket for the January meeting, or any other matters that may be received, will come before the com's'n for consideration and hearing on Feb. 18 at 10 a. m. at the office in Chicago, in the Insurance Exchange Bldg.

The personnel of the new Public Utilities Board, which began its duties Jan. 1, is as follows: James E. Quan, Chicago, chairman; Judge Owen P. Thompson, Jacksonville; Walter Shaw, Chicago; Ex-Governor Richard Yates, sec'y, Springfield, and Frank H. Funk, Bloomington. The first official order of Chairman Quan was that regular meetings shall be held in this city on the 1st and 3d Tuesdays of each month and two regular meetings in Chicago each month, the first being held Jan. 5. The offices in Chicago will be in the Insurance Exchange Bldg., being the same as those formerly occupied by the state warehouse and railroad com's'n, now out of existence.

On Jan. 2 the new com's'n issued an order for all utilities in the state to file schedules of rates, etc., before Feb. 1. This order is sweeping and includes all Chicago utilities. The com's'n also re-enacted the rules and regulations of the old railroad and warehouse com's'n and proceeded to transact business thru the office force of the railroad board.

The wholesale discharge of the grain inspection dept. employees was looked for by many because the dept. has been under the supervision of the railroad and warehouse commission, but Attorney Gen. Lucey holds that the dept. was not created by the same act which established the railroad and warehouse com's'n. He holds that the grain inspection dept., carrying 115 employees in Chicago, was created by a special act which had not been repealed directly by the public utilities law. There are 20 others in East St. Louis, Peoria and Decatur in the same boat. The only positions which will be abolished outright are those of the 3 members and 12 employees of the railroad and warehouse com's'n. Some of these employees will remain, for a time at least, with the utilities commission. The twelve employees whose jobs are abolished are a sec'y, who receives a salary of \$3,500; an asst. sec'y, at \$3,000; a chief engineer, at \$5,000; an asst. engineer, at \$3,000; an expert rate clerk, at \$3,000; an official reporter, at \$1,200; 5 stenographers, at \$1,200 each, and a janitor and messenger, at \$800.

#### INDIANA.

Denver, Ind.—O. Gandy & Co. suffered a small loss by fire Jan. 2.

Hazeltree, Ind.—We have bot the elvtr. here.—Albert Robison & Son.

Tocsin, Ind.—We have succeeded Hall Garton & Co.—H. S. Garton & Co.

Terre Haute, Ind.—W. L. Holdaway & Co. has succeeded the Hoosier Hay & Grain Co.

Huntington, Ind.—Silver & Gelsleichter have built a small elvtr. on the Wabash.—S.

Rockfield, Ind.—L. Marlon is not and never has been in the grain business at this point.—S.

Delphi, Ind.—We expect to remodel our mill and change the bolting system.—Roach & Rothenberger.

Tab, Ind.—F. R. Pence is installing an automatic scale and a seed cleaner. W. S. Moore is doing the work.

Rockfield, Ind.—We have installed a new No. 116 Clipper Seed Cleaner.—H. J. Casley, mgr. Co-operative Elvtr. Co.

Francesville, Ind.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, J. H. Cobo, D. Gudeman and G. H. Hellman.

Frankton, Ind.—The Farmers Grain & Coal Co. incorporated; capital stock, \$20,000; incorporators, A. J. Foland, D. King and C. E. Barracks.

Lafayette, Ind.—The meeting of the grain men of this vicinity, scheduled to be held early in this month, has been indefinitely postponed.

Peru, Ind.—We expect to take out our steam plant and install electric motors for power. Our improvements will cost about \$1,500.—Canal Elvtr. Co.

Peru, Ind.—We expect to commence remodeling our mill in about two weeks and will put in almost an entirely new set of machinery.—Peru Mfg. Co.

Star City, Ind.—Our Mr. T. L. Reed is at Pensacola, Fla., for his health and writes that he is much improved.—J. C. Phillips, with T. L. Reed & Co.

Goshen, Ind.—Levi L. Johnson, who decided to stand trial and plead not guilty to the charge of using the mails to defraud, changed his mind, pleading guilty. He was fined \$200 and was given 30 days in which to pay. His son Homer was fined \$500 recently, when he pleaded guilty to the same charge.—C. L.



New Waverly, Ind.—I have installed a No. 3 Invinible Grain, Corn and Cob Separator and a third stand of elvtrs., making general repairs thruout also.—A. J. McFadden, mgr. F. P. McFadden.

Alert sta. (Letts p. o.), Ind.—We are talking of putting in an elvtr. next spring, but at present we have a grain house where we handle 20,000 to 30,000 bus. of grain per year.—Sam Kelly, mgr. H. Griffith.

Mathews, Ind.—An option is reported to have been given on the elvtrs. of the Woodbury-Elliott Co. at this station. Fowler, Sharos sta., (Yorktown p. o.), Radly sta. (Jonesboro p. o.), Rich sta. (Converse p. o.), Anthony sta. (Stockport p. o.) and Coles (no p. o.).

Milford, Ind.—My 20,000-bu. elvtr. has been completed, also an ear corn crib. The plant is operated by electricity. The sheller is in the basement and the cleaner in the cupola. Other equipment includes 30 h.p. motor, 2 dumps, 2 legs, an extra clover seed cleaner, with 2 sets of legs. L. J. McMillan had the contract.—J. D. Baumgartner.

Pine Village, Ind.—The report that the elvtr. and lumber yards at this point have been sold to Howorth Bros. is incorrect. Farden & Cooper write: We have not disposed of our elvtr. Howorth Bros. bot the lumber and coal business owned by other parties. We own the only elvtr. here and have thoroly remodeled it and covered it with iron. We have built a new cob house, also a dust house and installed a gravity loading spout.

## INDIANAPOLIS LETTER.

Sec'y Riley of the Indiana Grain Dealers Ass'n. is urging all grain dealers to be present at the mid-winter meeting of the ass'n in this city Jan. 21-22.

The grain firm of Jordan & Montgomery has been dissolved. F. M. Montgomery has disposed of his interest and will engage in the track grain business after a vacation of several weeks.—C. L.

The first importation of corn, from Argentina is now being made here by Bassett & Co., local grain dealers. E. W. Bassett, senior members of the firm, says the greater part of the corn now on the way to this country has already been contracted for. The corn is more nearly round than the domestic product and is more translucent. It is said to be harder and keeps better than corn grown here.—C. L.

## IOWA.

Holland, Ia.—The driveway of the Farmers Elvtr. Co. will be repaired.

Libertyville, Ia.—Howard Rouston is now mgr. for the Farmers Elvtr. Co.

Cedar Rapids, Ia.—The Douglas Co. will build mills and elvtrs. at this point.

Lake City, Ia.—The Farmers Elvtr. Co. has installed electric lights in its elvtr.

Ferguson, Ia.—New scales have been installed in the elvtr. of the Farmers Elvtr. Co.

Jewell, Ia.—The Jewell Farmers Elvtr. Co. has installed an Englehart Car Loader.—S.

Tama, Ia.—A 25-h.p. electric motor has been installed in the elvtr. of the Farmers Elvtr. Co.

Templeton, Ia.—The Farmers Elvtr. Co. has repaired its elvtr., strengthening its foundations.

Onawa, Ia.—John Gray has installed three 5-h.p. and one 15-h.p. electric motors in his elvtr.

Buckeye, Ia.—The elvtrs. at this station were reported closed Dec. 19 on account of car shortage.

Hull, Ia.—The Farmers Co-operative Ass'n will enlarge its elvtr.—H. J. Hui-bregtse, mgr.

Halbur, Ia.—The recently organized elvtr. company may buy the elvtr. of J. F. Twamley Son & Co.

Beaver, Ia.—The Quaker Oats Co. has bot the elvtr. of the Western Elvtr. Co. at this station.

Langdon, Ia.—I will take charge of the recently organized Farmers Elvtr. Co., Jan. 12.—M. F. Cahill.

Hubbard, Ia.—We will not build a new elvtr. this year as has been reported.—Mgr. Farmers Elvtr. Co.

Independence, Ia.—Ware & Leland will open a branch office in this city with J. I. Hathaway in charge.

Baxter, Ia.—W. T. Thorp, mgr. of the S. E. Squires Grain Co., was recently elected mayor of this city.

Crawfordsville, Ia.—C. D. Cresfell has succeeded M. C. Long as agt. for the Home Lbr. Co. at this point.

Story City, Ia.—Peter Peterson has been elected a director of the Farmers Elvtr. Co. to succeed Geo. Larson.

Rolfe, Ia.—The elvtr. of the Rolfe Grain & Mfg. Co. was closed for some time, Dec. 13, when a line shaft broke.

Schleswig, Ia.—The recently organized Farmers Lbr. & Coal Co. will probably build an elvtr. in the spring.

Orient, Ia.—Ed. Sanburn has recovered from his recent illness and is again on duty at the elvtr. of Sumner White.

Davenport, Ia.—The Red Mill Grain & Feed Co. is a new firm in this city. Henry Wulff and C. P. Herd are props.

Emmetsburg, Ia.—Farmers in this vicinity are organizing a company to build an elvtr. M. A. Billings is an active worker.

Irrington, Ia.—A car shortage is reported at this station. Favorable weather is making the receipts large and shipments heavy.

Dumont, Ia.—S. A. Young, formerly mgr. of the Gilchrist Co., is out of the grain business, having bot a dray line at Bristow.

Titonka, Ia.—B. S. Bryson, mgr. for the Titonka Grain Co., has resigned and will become mgr. of the Iowa Grain Co. at Lake.

Bristow, Ia.—We have installed a direct loading spout in our elvtr. and made minor improvements.—Ed. Granseeth, mgr. Cook & Co.

Panora, Ia.—Ed. Wilson has been elected to succeed Oscar Diehl as sec'y of the Farmers Elvtr. Co., Mr. Diehl having resigned.

Stratford, Ia.—A heavy weight in the elvtr. of the Farmers Elvtr. Co. fell and struck Harvey Volinda on the head, badly injuring him.

Keosauqua, Ia.—I now control all of the elvtrs. and warehouses here, succeeding Geo. W. Davidson and C. H. Schreckengost.—C. P. Whitney.

Liberty Center, Ia.—The report that Albert Tharmond would build an elvtr. at this station is incorrect. No elvtr. here, not even a railroad.

De War, Ia.—Our elvtr. burned at 3:30 p. m., Jan. 9.; loss \$15,000; partly covered by insurance. We will rebuild immediately.—Follet & Emert.

Woodbine, Ia.—The elvtr. of John Brandon has been completed and is now in operation. It is equipped with a dump and 800-bu. per hour elvtr.

Berkley, Ia.—O. N. McGregor has succeeded C. S. Maxwell as mgr. of the Farmers Grain, Lbr. & L. S. Co. Mr. McGregor is sec'y of the company.

Tabor, Ia.—W. G. Goy has completed the installation of a Steel Frame Fairbanks Scale with cement foundation and will install a car loader and an automatic scale later.

Lake Park, Ia.—The local elvtrs. have been filled to capacity with grain and have been waiting for cars. The carriers have not been able to supply the demand for cars needed.

Rake, Ia.—B. S. Bryson, formerly mgr. of the Titonka Grain Co., Titonka, has succeeded W. C. Beyers as mgr. of the Iowa Grain Co. at this station. Mr. Beyers has gone to Buffalo Center.

Panora, Ia.—The elvtr. of the Farmers Elvtr. Co., containing 300 bus. of wheat and 2,000 bus. of oats, burned at 8 p. m., Dec. 31; insurance \$1,400 on elvtr. and \$600 on grain, which covers the loss.

Sioux City, Ia.—A match dropped into a waste paper basket started a fire in the Grain Exchange Bldg., Dec. 27. The blaze was confined to room 335, and was extinguished by a night watchman.

Manning, Ia.—The Farmers Elvtr. Co. has been organized and the following officers elected: Anton Hugelback, pres.; H. H. Halburm, vice-pres.; Emile Grundermeir, sec'y, and Fred Rose, treas.

Earling, Ia.—Wm. Loeltz of Dedham and Jos. Loeltz of Templeton, have bot the elvtr. of Wright & McWhinney, taking possession Jan. 1. They will operate as the Loeltz Grain Co., with J. M. Loeltz as mgr.

Garland sta. (Mediapolis p. o.), Ia.—At the annual election of the Garland Elvtr. Co., Dec. 9, the following officers were chosen: H. H. Martin, pres.; John Caldwell, vice-pres.; E. E. Caldwell, treas., and W. E. Willson, sec'y.

Stockport, Ia.—The elvtr. under construction for Yost & Morley will not be ready for operation before March 1. The outside work was completed Jan. 1, but all of the interior work and the installation of the machinery is still to be done.

Roelyn sta. (Moorland p. o.), Ia.—We are handling grain thru a portable wagon dump until our 18,000-bu. house now under construction is finished. The new house built to replace the one burned Oct. 30 will be on a concrete foundation.—H. Thorson, mgr. Farmers Elvtr. Co.

Marengo, Ia.—The Green Lbr. & Grain Co. acted as host to the children of the town and vicinity, Jan. 1, entertaining the little folks in the afternoon at the moving picture theater where pictures of "Jack and the Bean Stalk" greatly pleased the little guests.

Hubbard, Ia.—I have resigned as mgr. for Wright & McWhinney at Minburn and am now interested with the Pfund Lbr. Co. at this station. I will have full charge of the grain, coal and feed business of the firm.—B. P. Greenfield. Mr. Greenfield is reported to have bot a half interest in the company.

Blencoe, Ia.—The sheller in the elvtr. of Nye-Schneider-Fowler Co. was put out of commission Dec. 26, when a piece of iron lodged in it and the elvtr. was crippled for the day. On the following day the line shaft in the elvtr. of the Farmers Elvtr. Co. broke and that elvtr. was compelled to shut down until a new shaft arrived from Omaha.

Ackley, Ia.—Conaway & Peters recently offered two overcoats as first and second prizes, and \$5 each for third and fourth, to the farmers bringing the largest load of oats to the elvtr., Dec. 27, using a regulation wagon box. The first prize went to the man loading 290 bus., the second had 288 bus., and the third and fourth tied at 242½ bus. each.

Waterloo, Ia.—The tentative program for the 10th annual convention of the Farmers Grain Dealers Ass'n of Iowa, to be held in this city Feb. 10 to 12, includes the following: Address and Chart Explanations of Corn Grading, by Dr. J. W. T. Duvel of U. S. Dept. of Agriculture; address by Thos. Boylan, special counsel of the R. R. Com's'n of Iowa Car Equipment and Transportation; addresses by James Manahan and Sen. W. S. Kenyon; "Co-operative Legislation," by Chas. Adkins; address by James Wilson, Ex-Sec'y of Agriculture; "Rural Credits From the Bankers' Standpoint," by Mr. Hogan; "Weights and Measures of Iowa," by Mr. Van Dyn; "Seeds and Soil Conservation," by Mr. Bowman, and "Rural Marketing and Conditions as Found in European Countries," by Lafayette Young. Among the topics that will be open for general discussion will be: Inspection of Grain and Enforcement of Same; Suitable and Efficient Car Equipment for Grain Shipments and Cooperation of Same; Carriers Receipts for Weights to Shippers Upon Receipt of



such Shipment; Claim Deduction for Natural Shrinkage; Equalization of Freight Rates; Scale Inspection and Side Lines. The delegates who can stay over will be entertained by the Town Criers Club on the 13th, which will also tender them a banquet and entertainment on the evening of the 12th.

Madrid, Ia.—Johnson & Lundahl are installing a 1,000-bu. per hour cleaner, a sheller of the same capacity, and a 25-h.p. electric motor. The sheller has been placed at the bottom of the dump and the cleaner in the cupola. A drag feeder carrying the corn from the elvtr. annex to the sheller is also being installed and a cob house is being built. The cupola of the elvtr. has been raised to provide room for all of the improvements.

Chariton, Ia.—McKlveen & Eickenberry are rebuilding their elvtr. burned last June. The elvtr. is of cribbed construction and covered with iron siding. It has 15 bins, 10 of them being over the driveway. These bins are spouted so that they can be emptied from the working floor. The equipment includes 2 elvtr. legs, Western Sheller and Cleaner, Manlift, Fairbanks Morse Automatic Scale, and one 25-h.p. and one 10-h.p. electric motor.

#### DES MOINES LETTER.

W. G. McDougal, who has been associated with the cash grain dept. of Harper & Ward for a number of years, resigned Jan. 1, to enter the land business in the west.

Harper & Ward have filed suit in the district court against Carl J. Kurtz to collect \$4,029.77, alleging that he ordered them to buy 10,000 bus. of wheat on the Chicago Board of Trade in January, 1911, for May delivery, and from that time until April, 1912, the plaintiffs conducted certain transactions for him. The commissions due the plaintiffs and the money advanced by them is alleged to have amounted to \$22,302.11, while payments made by the defendant have only amounted to \$18,272.34. The suit is brot to recover the balance.

The Iowa Millers Club is conducting a campaign for "Better Wheat for Iowa" and will take steps to improve the quality of the wheat grown in the state. Members of the club have agreed to buy 2,000 bus. of Marquis wheat to distribute among the farmers of the state thru the elvtr. men at a cost of from \$1.40 to \$1.50 per bu. The agriculture college experts have decided that Marquis wheat is better adapted to this state than any other kind and the club has accepted their decision and will endeavor to have the farmers of the state grow it.

#### KANSAS.

Hoyt, Kan.—F. W. Hall has bot the elvtr. of John Wallace.

Athol, Kan.—Henry Westerman of Kensington contemplates the erection of an elvtr.

Harveyville, Kan.—I have sold my elvtr. to J. H. Dougan & Son.—F. E. Bonebrake, Osage City.

Barnes, Kan.—Mayes & Wright have bot the elvtr. of W. B. Popkess and are operating it.—M.

White Water, Kan.—C. B. Hanstine has bot the alfalfa plant of the White Water Alfalfa Mfg. Co.

Vesper, Kan.—The Farmers Co-operative Co. has put in an Angeltart Spout Holder and Car Loader.—S.

Clafin, Kan.—The Western Star Mill & Elvtr. Co. has bot the elvtr. of the Lindsborg Mill & Elvtr. Co.

Wichita, Kan.—Henry Lassen, pres. of the Kansas Mfg. Co., has been elected pres. of the Wichita Symphony Orchestra.

Macksville, Kan.—The Davidson Elvtr. Co. has covered its elvtr. with iron, reducing its insurance cost about 20%. The elvtr. formerly had a shingle roof.—M.

Leavenworth, Kan.—The J. C. Lysle Mfg. Co. has filed complaint against the city com's'ners, alleging that the fire hydrants near its property are unfit for use and that it has not proper fire protection.

Clyde, Kan.—Chas. Mather of Jamestown has bot the interest of W. L. Brandon in the Brandon Grain Co. The name of the company will not be changed. Mr. Mather will be mgr. and the elvtr. will be repaired.

Ford, Kan.—Pinney & Emrie have dissolved partnership, J. F. Emrie buying Ralph Pinney's interest. The new company will operate as Emrie & Sons.—E. C. Beauchamp, agt. Kansas Flour Mills Co.

Goodland, Kan.—G. W. Brandt, who recently sold his elvtr. at Burlington, Colo., has bot the elvtr. of Wm. Walker, Jr., at this point and will enlarge and remodel it.—B. E. Roller, agt. Phillipsburg Mill & Elvtr. Co.

Kansas City, Kan.—The Farmers Equity Union recently held its annual convention in this city, delegates from 8 states being present. One of the main subjects for discussion was the organization of co-operative elvtr. companies. It was reported that about 50 companies of this kind had been formed in this vicinity.

Basil, Kan.—The circular report that Ike Campbell is building an elvtr. at this point is incorrect. J. R. Blake writes: I am building an up-to-date elvtr. on the site of my old house which I wrecked. Ike Campbell is working for me, excavating and doing some cement work, but is not going into the grain business.

Hutchison, Kan.—At the recent annual meeting of the Board of Trade the following officers were elected: Wm. Kelly, pres.; J. R. Baker, vice-pres.; H. M. Talcott, sec'y; F. E. Hipple, treas.; appeals com'te, F. D. Larabee, L. B. Young and F. E. Hipple; arbitration com'te, J. W. Burns, Geo. Noll and Geo. Gano. John Stephens and R. A. Northrup have been admitted to membership in the exchange.

#### KENTUCKY.

Louisville, Ky.—The annual meeting of the Board of Trade will be held, Jan. 12, when 13 new directors will be elected. Among the candidates is H. H. Bingham of the grain trade.

Louisville, Ky.—Samuel C. Walker, for many years in the grain trade in this city, died recently at Seamon, O., at the age of 82. Mr. Walker only recently retired from business, his son continuing it under the name of M. L. Walker & Co. He is survived by his widow, two sons and two daughters.

#### LOUISIANA.

Shreveport, La.—Robinson Bros. will rebuild the plant burned Dec. 15, putting up a sheet iron building on the site of the old house. They will also build a brick warehouse and elvtr. if they can close a deal for more land near their present holdings.

#### NEW ORLEANS LETTER.

I have succeeded J. M. A. Rogers & Co. and will operate in my own name.—James M. Rogers.

Edward J. Kennedy, who has been connected with the grain trade for many years, died Dec. 26, after an illness of nearly 2 years' duration. Mr. Kennedy was 45 years old and entered the grain business with Chas. A. Beck when he was a young man, associating himself with J. J. McDermott when Mr. Beck died. Ill health compelled him to give up business 2 years ago.

C. M. Hayward, mgr. of the hay and grain dept. of the Board of Trade, filed complaint with the state railroad com's'n Dec. 18 against the N. O. T. & M., Ill. Cent., Y. & M. V., N. O., Gt. Nor. & L. and the Navigation Company, requesting a reduction in rates on grain and grain products. The petitions ask for a carload rate of 12½¢ per 100 lbs. and a less carload rate of 17½¢ per 100 lbs. The reduction sought averages from 3¢ to 5¢ per 100 lbs. Mr. Hayward will personally conduct the case against the railroads. The hearing will be held in January.

#### MARYLAND.

##### BALTIMORE LETTER.

Geo. H. Blamberg has applied for membership in the Chamber of Commerce.

The efforts to secure a pardon for Pembroke W. Pitt, who was sentenced to 5 years in the penitentiary for forging Bs/L, have been successful, the governor pardoning him, Dec. 29, after a little over a year's imprisonment.

Pierce Ryan, the oldest employee of the Chamber of Commerce, was 82 years old Christmas day. His many friends on the board remembered him substantially. Mr. Ryan was for many years a grain sampler for the board and now has the supervision of the telegraf ticker on the floor.

The annual election of the Chamber of Commerce will be held Jan. 26. The com'te appointed by Pres. Gildea to nominate 5 candidates for the 3-year-term of directors is composed of F. A. Meyer, Geo. S. Jackson, Jos. C. Legg, Robt. L. Burwell and C. B. Watkins. The retiring directors are John H. Gildea, Chas. J. Landers, James C. Legg, Wilbur F. Spice and Jos. M. Warfield.

Edward C. Heald, for many years a member of the Chamber of Commerce and pres. of that organization in 1890, died Dec. 30, at the age of 58. His death was due to heart trouble and he had been an invalid for a long time. Mr. Heald was well known to the grain trade in this market and at Chicago.

#### MICHIGAN.

Battle Creek, Mich.—A. K. Zinn and Eugene Stewart have taken over the plant of the National Cereal Co.

Grand Rapids, Mich.—Mrs. May C. Voight, wife of Frank A. Voight, pres. of the Voight Mfg. Co., died Dec. 28.

Elwell, Mich.—Wilbur Johnson, who is in the grain business at this point, was married Dec. 25 to Miss Laura Hyer of Saginaw.

Detroit, Mich.—M. G. Ewer, sec'y of the Michigan Hay & Grain Dealers Ass'n, has resigned to devote his time to the publication of the Daily Market Report of the Board of Trade.

Alma, Mich.—Two employes of the Alma Grain & Lbr. Co. were nearly killed Dec. 30 when a big pile of sacks of bran toppled over and buried them. The men were taking inventory and had started to count the bags.

Freeland, Mich.—I recently bot the seed house of W. H. Gernell and am engaged in the bean and hay business. I have installed the latest bean machinery in the house and expect to build an addition to my elvtr. this season.—A. P. Laur.

Detroit, Mich.—Members of the Board of Trade celebrated the approach of the New Year in rough but friendly play, at the close of the regular session, Dec. 24. A couple of windows were broken in the scuffle, but no serious damage was done.

Linden, Mich.—The elvtr. recently leased by W. R. Kehoe & Co. belongs to D. M. Hunter of Burt (not to D. W. Hunt as reported). Mr. Hunter bot it from us, but we have been out of the grain business since Sept. 1.—M. H. Winget, of T. J. Winget & Son.

Detroit, Mich.—The Michigan Bean Jobbers Ass'n will hold its mid-winter meeting in this city Jan. 14-15, with headquarters at Hotel Cadillac. The meeting will be called to order at 9 a. m., Jan. 14, and the morning will be devoted to routine business. During the afternoon session Prof. J. A. Muncie, Ass't Pathologist, will give an illustrated talk on Beanology, and C. P. Wang, of Pekin, China, will address the delegates on "Bean Culture in China." A banquet will be tendered the delegates in the evening, Arthur P. Loomis of Ionia acting as toastmaster. Judge Arthur J. Tuttle of the Federal Court will be the speaker of the evening and will talk of "Federal Legislation." Other speakers will include Fred Mayer, Toledo; J. D. Mc-



Laren, Plymouth; S. M. Isbell, Jackson; Chris Breisch, Lansing; F. E. Nowlin, Albion; N. P. Hull, Diamonddale; F. E. Flaherty, Charlotte; Geo. Barry, Standish, and J. N. McBride, Owosso. Jan. 15 W. J. Orr will discuss "A Central Selling Ass'n for Michigan Bean Dealers" and F. P. Kimball will talk of the "Michigan Gateway Inspection on Carload Beans." There will also be a question box in charge of F. M. Towner, Morrice, and the balance of the session will be devoted to unfinished business.—A. L. Chamberlain, chairman of the Program Com'tee.

## MINNESOTA.

Ghent, Minn.—The Western Elvtr. Co. has closed its elvtr.

Alberta, Minn.—A farmers company is being organized to build an elvtr.

Bethany, Minn.—John Drysdale has bot the elvtr. of the Western Elvtr. Co.

Kasson, Minn.—The Farmers Grain & Stock Co. has built a new corn crib.

Lake City, Minn.—J. H. Isensee is now owner of the elvtr. of W. R. McConochie.

Taunton, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Western Elvtr. Co.

Tracy, Minn.—The office of the Farmers Elvtr. Co. burned recently, but the elvtr. was saved.

Fulda, Minn.—The Farmers Elvtr. Co. has made many improvements in the elvtr. and painted the house.

Lewiston, Minn.—Chas. Nussloch has succeeded Henry Beck as buyer for the Farmers Elvtr. Co.

Lamberton, Minn.—H. H. Thiede has succeeded Thos. Masterson as mgr. of the Farmers Elvtr. Co.

Bixby, Minn.—Killian Warner has succeeded W. H. Sheehan as mgr. for McLaughlin & O'Halloran.

Wood Lake, Minn.—L. P. Bundise is now mgr. for the Gt. Western Grain Co. at this station.—Inter-State Grain Co.

Porter, Minn.—The Farmers Grain & Supply Co. has installed an Englehart Spout Holder and Car Loader.—S.

Cobden, Minn.—Zieske Bros. have leased the elvtr. of A. A. Newdall for a year and are dealing in corn.—J. P. E. Bertrand.

Worthington, Minn.—The Farmers Co-operative Co. has installed an Englehart Flexible Spout Holder and Car Loader.—S.

Granada, Minn.—Fred H. Drewes, mgr. of the Granada Grain & Impl. Co., has bot a home and will move his family from the farm.

Le Sueur Center, Minn.—E. C. Morrison has succeeded Thos. Murphy as mgr. for Winter-Truesdell Ames Co., Mr. Murphy having resigned.

Wheaton, Minn.—H. A. Quast & Co. have installed a corn sheller in their elvtr. and are doing a rushing corn business.—R. B. Walker, agt. Crown Elvtr. Co.

Forada, Minn.—The elvtr. of the Atlantic Elvtr. Co. has been torn down and moved to North Dakota.—A. L. Brundage, mgr. Farmers Mlg. & Whse. Co.

Park Rapids, Minn.—The business of the Park Rapids Mlg. & Elvtr. Co. has been divided and a part of the company will take over the milling interests, while the balance of the company will handle the elvtr. business.

Duluth, Minn.—The Board of Trade Clearing House Ass'n held its annual meeting, Jan. 6, and elected 7 directors. The board is now composed of G. G. Barnum, J. F. McCarthy, G. H. Spencer, J. A. Todd, Thos. Gibson, W. J. McCabe and S. H. Jones.

Milroy, Minn.—We lost our office by fire recently, but the elvtr. was not damaged. Our records were all saved and we suspended business for a half day only. We will build a brick or cement office in the spring and are now using a corner of the engine room for an office. Our insurance, which amounted to \$400, has been paid and our loss was very light.—Theo. Blake, mgr. Farmers Elvtr. Co.

Duluth, Minn.—A wire office has been established in the lobby of the trading floor of the Board of Trade by Parker Paine, local correspondent for Logan & Bryan.

Manley, Minn.—The elvtr. I have leased at this station is owned by M. E. Silvious and is located on the Gt. Nor. R. R. It formerly belonged to the A. A. Truax Grain Co., whose mgr. was W. J. Stearns.—G. W. Wright, Valley Springs, S. D.

Lake City, Minn.—Capt. Geo. A. Atkinson, for many years in the grain business at this point, died at his home in Los Angeles, Cal., Jan. 3, at the age of 76. He entered the grain business at the close of the war and continued it until 1888, when he went west.

Duluth, Minn.—The annual election of the Board of Trade will be held Jan. 20, when a pres., vice-pres., 3 directors, 3 members each of the com'tees of arbitration and appeals and 5 members of the inspection com'tee will be chosen. Nominations will be made Jan. 10.

Ormsby, Minn.—Reinhard Mueller is handling the books at the elvtr. of the Farmers Elvtr. Co., and Herbert Hayes and Clayton Smith are receiving and loading grain, in the absence of Mgr. C. Syver-son, who is laid up with a severe attack of inflammatory rheumatism.

Lonsdale, Minn.—I resigned as mgr. for the Farmers Elvtr. Co. in July and leased the elvtr. of the Kalina Elvtr. Co., but the elvtr. was recently sold to Pumper Bros., and at present I am taking a rest. Will probably enter the business again in the spring.—J. P. Wilby.

Lake Park, Minn.—A. L. Doeg, mgr. of the Farmers Elvtr. Co., is of the opinion that the established price the state charges for the inspection of scales in mills and elvtrs. is not fair and is out of proportion to the labor performed. In November, 1912, Inspector McIntyre of the state dept. examined and tested the scales in his elvtr. and sealed them as O. K., charging \$8.50. In December, 1913, Inspector Robinson again inspected the scales of the company, pronounced them O. K. and sealed them, charging \$7.30 for an hour and a half's work.

## MINNEAPOLIS LETTER.

The Grain Solicitors National Ass'n held a banquet at the Commercial Club, Jan. 2.

Mrs. Louise L. Osborne, wife of Rockwell E. Osborne, a pioneer grain man of the northwest, died Jan. 2, after a short illness.

Fifteen members of the Chamber of Commerce answered the final summons in 1913, making the largest death roll in the history of the exchange.

E. F. Osborne, of the Osborne Grain Co. a well known member of the Chamber of Commerce, died recently and the business of the company has been discontinued. The offices were in the Chamber of Commerce Bldg.

The membership of C. J. Marboe in the Chamber of Commerce has been transferred to J. H. Riheldaffer and the memberships of Geo. Riegger and J. A. Matison have been posted for transfer to J. P. Hennessey and H. C. Olson.

The traffic buro and the Minneapolis Civic and Commerce Ass'n will accept the Cashman Long Distance Tariff law as it stands and the St. Paul Ass'n of Commerce will make no objection, according to Sec'y J. H. Beek.

The home of F. L. Carey, of Hallet & Carey, was robbed of \$1,500 in jewels, Dec. 29, while the family were at a skating party. The burglars were discovered before other valuables were taken, but succeeded in getting away.

The Chamber of Commerce Clearing Ass'n, of which James Marshall was pres., has presented the beautifully embossed copy of the resolution adopted by the ass'n at the time of Mr. Marshall's death, to Mrs. Marshall and her daughter as an appreciation of the long and faithful service of the deceased.

Geo. G. Riegger, formerly with Hennessey & Murphy, is now with the Gould Grain Co. Mr. Riegger was also connected with the Atwood Stone Co. for some time. His home was entered by burglars, Dec. 29, and \$30 in cash and \$9 in a child's bank were taken.

Nye, Jenks & Co. have acquired the grain business of the Atwood-Stone Co., which has been in business in this city and in Duluth since 1890. The general offices of Nye, Jenks & Co. will be moved from the Chamber of Commerce Annex to the Flour Exchge.

J. R. McMillan, sec'y of the Empire Elvtr. Co., has been seriously ill following an operation. He was to have been married Jan. 6 to Miss Helen Corrigan, but the wedding has been postponed. Mr. McMillan is a son of J. D. McMillan, pres. of the Osborne-McMillan Elvtr. Co.

Several grain buyers of this city appeared before the state railroad and warehouse com's'n Dec. 20 to argue for the modification of the recent ruling prohibiting them from purchasing grain consigned to them or the sale of it to any corporation in which they are interested. The grain men claim that while a com's'n man may have stock in some other concern he may not be actively engaged in its management. The com's'n took the matter under advisement.

The Northwestern Elvtr. Co. has discovered that it is placed at a disadvantage in the terminal grain market by the Cashman law. The elvtr. is located in the Midway district and, according to the new tariffs, it will not get the benefit of the Minneapolis rate, but will take a rate based on five miles of extra distance to Minnesota Transfer. This will mean an extra freight charge of 1/10 to 1/5 of a cent a 100 lbs. on all wheat shipped to this elvtr. All elvtrs. located at Midway will work at a heavy disadvantage, as switching charges on 60,000 lbs. will total \$16 and more.

The Federal Court has issued a temporary injunction against the Hennepin county officials, ordering them to show cause why they should not be enjoined from collecting a tax of \$39 on the Chamber of Commerce membership of A. L. Goetzmann, who is plaintiff in a test suit to resist the collection of the tax on memberships of the exchange. It is held that many of the members of the exchange are non-residents of the state and cannot therefore be taxed for personal property. Mr. Goetzmann is mgr. for the Listman Mill Co. and resides at La Crosse, Wis. The outcome of the case is being watched with interest by members of the grain trade.

Rates to this market are not greatly changed by the application of the Cashman Distance Tariff Law, effective Jan. 1. Coarse grain rates are generally advanced, the increase from Nor. Pac. points ranging from 1 to 5/10c a hundred. Rates on all kinds of grain from Milwaukee points show slight changes. From Omaha points rates on wheat are slightly lower, and on coarse grain a little higher. Instead of the former bulky tariffs giving the rates for every station, the new tariffs consist practically of the maximum schedules ordered by the state railroad commission for each distance, with a table of distances for each road, showing the mileage from each point to each other point. Where a road has to meet short line competition this is indicated by giving the short line mileage.

The program for the annual convention of the Farmers Grain Dealers Ass'n of Minnesota, to be held in this city Feb. 4, 5 and 6, includes an address on "Standardization of Grain Grades," by Dr. J. W. T. Duvel of the Dept. of Agriculture. James G. McHugh, sec'y of the Chamber of Commerce, will speak on "Terminal Markets," and B. F. Benson will talk on the "Co-operation of the Com's'n Merchants and the Farmers Elvtr. Co.s." Other addresses will be "Conditions of Farmers Elvtrs. as Seen from a North Dakota Standpoint," by S. W. Unkenholz, of Mandan, N. D., sec'y of the Farmers Grain



Dealers Ass'n of North Dakota; and a talk on interesting and current topics by E. G. Quamme of Finley, N. D., treas. of the North Dakota ass'n. Mgrs. of all Farmers Elvtrs. will hold a discussion on vital questions pertaining to the management and success of the farmers elvtrs. M. Johnson, Rushford; A. Enburg, Murdock; Ed. Burg, Jasper; John Hagen, Halloway, and J. D. Moran, Iona, will lead the discussion.

The Minneapolis Civic & Commerce Ass'n and the St. Paul Ass'n will, it is reported, jointly petition the state railroad and warehouse com's'n to make the two cities one terminal under the Cashman distance tariff law. The two ass'ns are said to have reached an agreement in the matter and some of the provisions of the new contract between them are as follows: That St. Paul will not oppose the plan for the Minnesota Transfer Ry. Co. to extend its trackage into the new industrial district in East Minneapolis, that it will jointly act with Minneapolis, and not in opposition, in the important switching case that is pending, and that it will name a com'te of 5 to act with a like com'te of Minneapolis men jointly hereafter on all matters relative to the freight traffic of the two cities. Minneapolis withdraws its opposition to the petition of St. Paul that the 10 mile distance, which under the Cashman law would make the rates higher from St. Paul than from Minneapolis to 75% of the trade territory of the state of Minnesota, be not literally applied and that the commission continue to treat the twin cities as one terminal. It is claimed by many, however, that if the principle that the joint recognition of Minneapolis and St. Paul will originate, is to apply generally thruout the state, the Cashman distance tariff law will be in no sense operative on the inflexible distance basis that its originator intended and that the wording of the law provides.

#### ST. PAUL LETTER.

Among the laws passed by the last legislature and effective Jan. 1 is the Cashman Long Distance Tariff Act and the Uniform Warehouse Receipts Law.

The Chicago & Gt. Western Ry. Co. recently applied to the federal court for an order suspending the operation of the Cashman distance tariff act over its lines till Feb. 1, in order to complete a test period ordered by the courts last summer, when the carrier was requested to keep a careful and detailed account of rates for 4 months to determine whether the rates ordered by the railroad and warehouse com's'n are adequate under the rules of the supreme court. The road, however, announces that it is not attacking the validity of the new tariff law. A 90-day exemption was granted the railway company, Dec. 31. It will begin operations under the new law Apr. 1.

Grain buyers of this state who grade "velvet chaff" wheat as a separate grade are threatened with the cancellation of their licenses, according to an opinion rendered recently by Chief Grain Inspector Eva and Attorney Gen. Smith. Complaint was made to the state inspection dept. that the Watson Produce Co. of Watson, was grading wheat with a separate "velvet chaff" grade and not according to the regular state grades. Inspector Eva took the matter up with the accused company and advised them in part: "that no grades may be made by any authority in the state other than the joint boards of grain appeals and no grain may be bot in the state on grades unless they conform to the officially established grades; that there is no "velvet chaff" grade; that the future buying of wheat by the company as "velvet chaff" and discriminating in the price as against bluestem will be deemed by this dept. sufficient grounds for the cancellation of the company's license as a local warehouseman." Application for the cancellation will be made to the state railroad and warehouse com's'n if any further complaints are made against the company. Attorney Smith said that the order applied to all persons who are handling grain under a license of the state railroad and

warehouse com's'n. He also called attention that the law provides that "no person shall sell or receive or solicit shipments of grain for sale without obtaining such a license."

Under the provisions of the new Cashman Distance Tariff Law, the Gt. Nor. Ry. Co. filed its new schedule of rates Jan. 1, putting all rates on a 5 mile basis from either this city or Minneapolis to the Minnesota Transfer Ry. Co., which also filed its rate schedules on the same date. The state warehouse and railroad com's'n has suspended the latter rates however, on the ground that the status of the road is in question owing to the Minneapolis switching case that is now pending. The M. & St. L. filed its schedule also but its rates were higher than required by the new law. The matter was taken up with the railroad and warehouse com's'n which decided that the road shall operate under the new law but without compliance with class "A" schedule of rates as promulgated by the com's'n. Vice-pres. W. G. Bied of the M. & St. L. said: "While the road will go on the distance tariff basis, its rates will be made in accordance with the exemption of the United States supreme court in the famous Minnesota rate case, when, in considering the matter of possible confiscatory effect, it set aside the M. & St. L. as subject to separate consideration from the other roads. For 6 months, that will cover the last half of our 1913-1914 fiscal year, we will make such reports to the state commission as the commission may desire, covering our operation and earnings. Meanwhile, although at competing points we are already on rate basis equal to other roads, we will not comply with the class 'A' schedule of the com's'n, and while we will be on a distance basis, as we necessarily must be under the basic provision of the Cashman act, our general scale will be somewhat higher than the other roads. This is our right under the supreme court decision." The Minnesota Transfer Ry. Co. was the only transportation company, affected by the law to file its rate schedules prior to midnight Jan. 1 when the law became effective, but the state railroad and warehouse com's'n has received no notice of intent of other roads not to file. Altho technically the railroads are not observing the law by failing to file schedules in advance of the beginning of its operation, the time for preparation was so short, after the state com's'n issued its guidance rates, that the schedules will be accepted although late.

#### MISSOURI.

Poplar Bluffs, Mo.—An elvtr. will be erected by the Butler County Mlg. Co.

Bigelow, Mo.—Farmers are said to be contemplating the purchase of an elvtr.

Stover, Mo.—The Stover Mill & Elvtr. Co. operate at this station.—H. Moser, Versailles.

Wheeling, Mo.—Pitts & Shiflett are in the grain business at this point.—H. P. Scruby, Chillicothe.

Chillicothe, Mo.—I have added coal to my grain business and have built a 500-ton coal house.—H. P. Scruby.

Sturgeon, Mo.—Roy C. Barnes has sold his elvtr. to us and we are now in the feed and grain business.—W. F. Keith, Keith Feed & Grain Co.

Chillicothe, Mo.—Wm. Scruby of the Scruby Grain & Impl. Co. gave each one of his employes a Christmas turkey, which was highly appreciated by the recipients.

Malta Bend, Mo.—I have discontinued the grain business and my successor will be the F. D. Stockman Ice, Fuel, Feed & Grain Co. The new company may build an elvtr. in the spring.—Everett Fulton.

Lebanon, Mo.—We are now adding new bins, elvtrs. and conveyors to our equipment and have made application for incorporation papers. We will operate as the Lebanon Elvtr. Co.—Ellott & Martin, props.

Rosendale, Mo.—The Rosendale Grain Co. has bot a building and will remodel it as an elvtr.

Herman, Mo.—The Eggers Mlg. Co. has bot the elvtrs. of the Farmers Elvtr. Co. and Aug. Bregman and is the only dealer there. The company operates 2 elvtrs. and 2 steel tanks in connection with the mill.—J. B. Rathgeb, sec'y Berger Mlg. Co., Berger.

#### KANSAS CITY LETTER.

The headquarters of the Kansas City Grain Standardization Laboratory have been moved to the Federal Bldg.—E. L. Morris, in charge.

The directors of the Board of Trade have leased the present quarters for another term of 4 years with the privilege of renewal for 5 years more. The lease covers the sec'y's room, the offices of the clearing house and the trading floor.

Shippers in Iowa are asking that the time for a re-inspection call on grain at this market, be limited to 24 hours, but much local opposition has developed, the operators here alleging that there is frequently an unavoidable delay in the switching of cars to the elvtrs.

Herman F. Probst has applied for membership in the Board of Trade, having bot the membership of Amos Martin for \$2,600, which includes the transfer fee. He will open an office in this city. Mr. Probst is a well known dealer in grain in Arkansas City, Kan., and will leave the business there in the hands of his son.

At the annual election of the Board of Trade, Jan. 5, the following officers were elected: A. L. Ernst, pres.; G. S. Carkener, 2d vice-pres.; D. S. Piazzek becomes 1st vice-pres.; E. O. Bragg, L. W. Bixler, F. B. Godfrey, B. L. Hargis, N. S. Shannon and J. A. Theis, directors; arbitration com'te, F. B. Clay, Tracy L. Cockle, W. G. Hoover, H. J. Smith and F. A. Talpey.

#### ST. LOUIS LETTER.

R. P. Atwood has been admitted to membership in the Merchants Exchange and the membership of Eugene C. Graham has been transferred.—Eugene Smith, sec'y.

J. A. McCreery of Mason City, Ill., S. C. Shaw of Tallula, T. R. Cain of Jacksonville and F. C. Wallbaum of Ashland, have severed their connection with the Farmers Com's'n Co. of this city. Mr. McCreery was pres. and T. R. Cain, vice-pres. of the company.

P. H. Litchfield, pres. of the Modern Miller, was presented with a beautiful 3 stone diamond ring, Dec. 24, the gift of the members of the Millers Club and his friends on the Merchants Exchange. Pres. John L. Messmore of the exchange made the presentation speech.

Members of the Merchants Exchange celebrated the approach of the New Year at noon, Dec. 31, in a unique manner. The lights in the trading hall were raised and the tables moved to one side. A number of foot balls were thrown into the arena and the fun for a few moments was fast and furious. Confetti was used for missiles instead of grain samples and proved a great deal less injurious to clothes and tempers. Only one accident occurred and the name of its victim is shrouded in silence. Nevertheless the "boy" with a broken nose can probably tell how he happened to slip on the steps of the pit.

At the annual election of the Merchants Exchange, Jan. 7, the following officers were elected: Marshall Hall, pres.; Roger P. Annan, Jr., 1st vice-pres.; George C. Martin, Jr., 2d vice-pres.; John L. Messmore, L. Ray Carter, Ben S. Lang, George Harsh, Harry E. Halliday, directors; Robert W. Pommer, Jno. H. Louderman, C. J. Kehoe, K. B. Hannigan, Christ H. Hilke, Robt. F. Greve, Ferd. P. Meyer, Arthur T. Leonhardt, Robert C. Napier, Herbert N. Manning, George Lang and Wm. C. McCoy, com'te of appeals; Louis A. Valler, A. C. Bernet, James M. Gettys, Ben. P. Cornell, Alfred C. Carr, J. Paul Berger, Elbert Hodgkins, C. F. Beardsley, Fred. W. Langenberg and Robert J. Bergmann, com'te of arbitration.



## MONTANA.

Scobey, Mont.—The Scobey Grain Co. is building an elvtr.

Belgrade, Mont.—R. T. Trask is now sales mgr. for the Gallatin Valley Mlg. Co.

Sidney, Mont.—The Farmers Elvtr. Co. has just installed an Englehart Spout Holder and Car Loader.—S.

Lavina, Mont.—The Lavina Mlg. Co. incorporated to do a general grain and milling business; capital stock \$10,000.

Bynum, Mont.—The elvtr. of the Farmers Elvtr. Co. has not been completed and in the meantime the company is buying on track.

Sidney, Mont.—The resignation of W. A. Hardy as pres. of the Farmers Elvtr. Co. was not accepted at a recent meeting and after considerable urging he again accepted the office.

Limington sta. (Chouteau p. o.), Mont.—While working on the new elvtr. of the Farmers Elvtr. Co., the foreman of the constr. company fell 20 ft. into a hopper bin when a scaffolding broke under him. His head was badly cut, and an ankle broken besides several other injuries. The Younglove Constr. Co. is putting up the house.

Ravalli, Mont.—I have been agt. for the Beckwith Mercantile Company since the elvtr. was built in 1911, having bot grain at Hamilton, for the Hamilton Flour Mill Co. before that. Our elvtr. here burned Sept. 16, and we will not rebuild until spring. We are storing some grain in our warehouse at St. Ignatius, but there is no elvtr. there as it is 6 miles from a railroad, and our principal shipping station is here. Stanley Searce of Ronan ships quite a bit of grain from this point but has no elvtr. or warehouse.—J. W. Carr.

## NEBRASKA.

Norman, Neb.—Oscar Smith is the new mgr. for the Hynes Grain Co.

Scribner, Neb.—W. E. Zeman is now mgr. of the Farmers Co-operative Merc. Co.

Snyder, Neb.—The Dodge County Farmers Union has bot the elvtr. of Conrad Schneider.

Manley, Neb.—W. B. Essick has resigned as mgr. of the Manley Co-operative Grain Ass'n.

Stanton, Neb.—Farmers in this vicinity are organizing an elvtr. company to build or buy an elvtr.

Omaha, Neb.—Members of the Grain Exchange and their friends were entertained at a banquet, Dec. 31.

Foley sta. (David City p. o.), Neb.—F. D. Chapin has succeeded Fred Hulihan as mgr. for the Farmers Grain Co.

Nelson, Neb.—Farmers Union Elvtr. Co. incorporated; capital stock \$10,000; incorporators, Richard Frey and others.

Woodcliffe (Fremont p. o.), Nebr.—The Farmers Elvtr. Co. has bot the elvtr. of the McCaull-Webster Elvtr. Co., paying \$4,625.

Chadron, Neb.—I have sold my lumber and coal business, but still retain elvtr., grain business and flouring mills.—Robert Hood.

Beatrice, Neb.—I have bot the elvtr. recently operated by Mr. Garrison and formerly owned by Norcross Bros.—N. A. Alexander.

Omaha, Neb.—The Hynes Elvtr. Co., incorporated; capital stock \$50,000; incorporators W. J. Hynes, Theo. Anderson and B. Aldrich.

Lyons, Neb.—Waldo H. Lyons, who has bot the Peavey Elvtr., has moved the house to the Burlington tracks and it is again in operation.

Sutton, Neb.—J. F. Bausch has resigned as mgr. for the Nebraska-Iowa Grain Co. on account of ill health. He has been mgr. for the last 8 years.

New Castle, Neb.—The circular report that W. A. Verzani had succeeded A. M. Luebbin & Co. at this station is incorrect. Both companies own an elvtr. here.

Garrison, Neb.—The elvtr. of the Schaaf Grain Co., of David City, at this point, containing 13,000 bus. of grain, burned Dec. 23. Much of the grain will be salvaged.

Wahoo, Neb.—With nothing to ship out and 3 elvtrs. and a mill already here, there is no reason for farmers to build an elvtr. as has been reported.—Wahoo Lbr. & Grain Co.

Winnebago, Neb.—We have purchased the elvtr. of R. H. J. Osborn, and are in possession. J. E. Moore will continue as mgr.—Wilsey Grain Co., per Lee Wilsey, Lincoln.

Prague, Neb.—John Tomek has resigned as mgr. for the Farmers Stock & Grain Co. and will take a vacation in his homeland, Bohemia. F. J. Zavodny will succeed him.

Hastings, Neb.—The Koehler-Twidale Elvtr. Co. has succeeded the C. Koehler Co. and the E. A. Twidale Grain Co. The company operates elvtrs. in Nebraska, Kansas and Colorado.

Kramer, Neb.—An old hopper scale which had been in use in our elvtr. for about 20 years, recently fell to the basement, old age and continuous usage causing the collapse. Both the scale and the elvtr. were built on the old style plan. The scale and the hopper were a total wreck. At the time of the accident it was loaded to about ¾ of its capacity and was in operation, but as luck had it, no one was hurt. We have now installed a 1,000-bu. Fairbanks Automatic Scale.—Benj. Brahmstadt, agt. Crete Mills.

## NEW ENGLAND.

Lynn, Mass.—My plant burned Sept. 9.—John F. Hunt.

Bangor, Me.—The Flory Mlg. Co. is rapidly completing its elvtr.

Brockton, Mass.—The elvtr. of W. E. Bryant & Co. was damaged by fire Dec. 26; loss \$6,000, covered by insurance.

North Adams, Mass.—Arthur Hathaway recently succeeded Arthur Randall as mgr. for the Hoosac Valley Coal & Grain Co.

Somerville, Mass.—Wm. J. Thompson & Co., Inc., incorporated to deal in grain, hay, coal and wood; capital stock \$25,000; incorporators and officers W. J. Thompson, pres.; Felix J. Carr, treas., and W. J. Dooner.

Concord, N. H.—Stratton & Co., incorporated to deal in meal, corn and feed; capital stock \$300,000; incorporators Geo. L. Stratton, Wm. K. McFarland, Geo. W. Stratton, Henry W. McFarland and Robt. P. Johnston.

Waterbury, Mass.—Geo. A. Palmer, a grain dealer here, has filed a petition in bankruptcy, scheduling liabilities at \$14,683.55, of which \$13,996.30 is in unsecured claims, and assets at \$885.57, of which \$585.57 is in book accounts.

Middletown, Conn.—Geo. Thos. Meech, pres. of Meech & Stoddard, celebrated his 70th birthday Dec. 22. Mr. Meech has been in the grain business for the last 45 years, having become a partner in the firm of L. N. Barlow & Co. in 1869. Meech & Stoddard succeeded the Barlow company in 1871.

Bristol, Conn.—Burglars played a good joke on themselves Dec. 22, when they threw the combination on the big safe in the offices of Goodsell Bros. and locked it. The safe was unlocked but the thieves failed to notice the fact and tampered with the lock. When they found they had locked themselves out they tried to cut off the hinges of the door with an axe but failed to get into the safe.

## BOSTON LETTER.

Frederick A. Seaverns, formerly in the grain com's'n business and a member of the Chamber of Commerce, died Dec. 23, at the age of 72. His death was very sudden, being due to a paralytic shock. His wife died Nov. 1. He is survived by two sons and a daughter.

The directors of the port have awarded the B. & M. Ry. Co. \$725,000 without interest for the old eastern pier property of the road. The acquisition of this property removes the last obstacle in the director's path for the new railroad-steamship terminus, giving them the needed room for the sheds, tracks, piers and the 1,000,000-bu. elvtr. to be built. Work was started Jan. 7 and the old buildings will be torn down as rapidly as possible and the necessary dredging will be done at once.

## NEW JERSEY.

Newark, N. J.—The elvtr. of Smith & Wallace burned at noon, Jan. 4; loss \$50,000.

Roseland, N. J.—The elvtr. of Ed. C. Speer burned Dec. 22; loss \$3,000; covered by insurance. The blaze is believed to have started from a spark from a passing engine.

## NEW YORK.

Ransomville, N. Y.—Arthur Curtis will build an elvtr.

Ossining, N. Y.—The elvtr. of Crow & Williams burned Dec. 28; loss \$30,000.

Buffalo, N. Y.—E. B. Black is now treas. of Wm. G. Heathfield & Co.

Batavia, N. Y.—The business of G. W. Hickox & Son will be continued under the old name. Mr. Hickox died Dec. 6.

New York, N. Y.—Robert G. Brandt and Edward T. Cushing, operating as Cushing & Brandt, announced the dissolution of the partnership Jan. 5.

Manhattan, N. Y.—Empire Farm Products Corporation incorporated to deal in grain cereals, food products, etc.; capital stock, \$742,000; G. Goldmark incorporator.

New York, N. Y.—James Carruthers, of James Carruthers & Co., Winnipeg, has announced that his firm will open an office in the Produce Exchange, and will conduct a grain business, handling principally Canadian grain.

New York, N. Y.—A. K. Taylor has been admitted to membership in the Produce Exchange. Fagg & Taylor, of which he is a member, have opened an office in the Exchange Bldg., and will do a general grain and feed business, handling mostly Canadian grain.

New York, N. Y.—In accordance with their usual custom, the members of the Produce Exchange entertained 3,000 of the poor and crippled children of lower New York, on the afternoon of Dec. 31. The floor of the trading room was transformed into a vast amphitheater and seats were arranged on both sides of the hall. At the end of the hall were the seats for the crippled children and behind them the band stand where a wonderful band delighted the little folks. A miniature circus was produced on the floor and kept the urchins in a constant state of delight. Each child was given a basket of good things to carry home and many little hearts were made glad by the generosity of the busy traders of the exchange. The com'te on arrangements was: Walter Moore, chairman; E. R. Carhart, William H. Douglas, Welding Ring, L. A. Morey, James F. Parker, Ely Bernays, J. V. Barnes, T. Harry Story, W. J. Blanchard, E. O. Challenger, George W. Blanchard, William A. Storts, L. B. Howe, Jerome Lewine, S. B. Oliver, E. A. Barnes, R. G. Brandt, C. B. Bogart, T. J. O'Neill, Roger N. Black, A. R. Brandly, S. J. Hill, Jr., A. C. Field, E. G. Broenniman, Arthur Dyer, T. Ashley Sparks.

## NORTH DAKOTA.

Cuba, N. D.—An elvtr. company is being formed to build an elvtr.

Steele, N. D.—The Farmers Elvtr. & Trading Co. has built a large warehouse at this point.

Lanona sta. (R. D. Valley City), N. D.—A farmers elvtr. company is being organized to build an elvtr.



Berea sta. (Valley City p. o.), N. D.—The Farmers Elvtr. Co. of Valley City, will build an elvtr. at this point.

Goodrich, N. D.—We will probably remodel our elvtr. this season.—Geo. A. Beernink, agt. Andrews Grain Co.

Auburn, N. D.—J. M. Larson and Wm. Miller operate an elvtr. at this station.—Chas. F. Hanson & Son, Grafton.

Hazen, N. D.—F. W. Haas, formerly agt. for the Columbia Elvtr. Co. at Mott, is now buyer for the Occident Elvtr. Co. at this point.

Glover, N. D.—The Knox Grain Co. of Oakes has bot the elvtr. of C. B. Andrus which was operated as the Independent Elvtr. Co.

Juanita, N. D.—Geo. M. Allen, mgr. of the Equity Elvtr. & Trading Co., was married Dec. 31 to Miss Ida Mathison of Ypsilanti.

Rawson sta. (Alexander p. o.), N. D.—The Farmers Co-operative Elvtr. Co. incorporated; capital stock \$15,000; L. P. Clark, pres.

Voss, N. D.—A company is being organized to buy the elvtr. of the Farmers Elvtr. Co. J. H. Dvorak and Frank Karnik are interested.

Grafton, N. D.—J. M. Larson is now sole owner of the elvtr. of Larson & Miller. We have succeeded Chas. F. Hanson.—Chas. F. Hanson & Son.

Brocket, N. D.—We have equipped our elvtr. with cleaner, Fairbanks Automatic Scale and new spouting.—J. S. Robinson, agt. Equity Elvtr. & Trading Co.

Elsberry, N. D.—The elvtr. of the John D. Gruber Co., for whom I was agt., was closed Dec. 10. I am planning a trip out west for the winter.—John Pehrson, Rock Lake.

Hazen, N. D.—Frank Worli will be mgr. of the elvtr. now being built at this station for the Knife River Lbr. Co. The company will also build a mill.—G. D. Reiland, Mandan.

Souris, N. D.—I have decided to quit traveling and have bot the elvtr. of the Anchor Grain Co. at this point.—C. A. Kirkeby, formerly traveling for C. C. Wyman & Co. of Minneapolis.

Grandin, N. D.—R. F. Gunkleman, mgr. of the Farmers Grain Co., will take a few months leave of absence and will be publicity agt. for one of the railroads in Washington, Idaho and Montana.

Garrison, N. D.—The Equity Farmers Elvtr. Co. has two elvtrs. at this station. One has been closed for the season and I am out of the grain business for the present.—Ed. Jorgensen, formerly mgr., Dell Rapids, S. D.

Walhalla, N. D.—I have taken my brother's place as mgr. of the Walhalla Roller Mill Co. We are putting in a new dam and making other improvements. My brother is now operating a mill at Climax, Minn.—J. O. Stearns.

Elliot, N. D.—The elvtr. of the Andrews Grain Co., containing 40,000 bus. of grain and 140 tons of coal, burned Dec. 20. The fire is thot to have started from a hot box and to have been smoldering for some time before it was discovered.

Olanda sta. (Golden Valley p. o.), N. D.—The Farmers Grain Co. has been organized and is buying grain on track at present. The company will build an elvtr. at once. Work has been started on the elvtr. of the Occident Elvtr. Co. Jim Lahart has almost completed his 10,000-bu. elvtr. at this station. M. Cruden of Stanton has joined the track buying force here.—G. D. Reiland, Mandan.

Arnegard, N. D.—The Farmers Elvtr. Co. incorporated; capital stock \$10,000; officers and incorporators J. E. Elde, pres.; L. W. Larson, vice-pres.; Robert Byrne, sec'y.; L. C. Strigel, treas. The company will start buying grain just as soon as cars can be had. The city will then dispose of the grain they now have stored here and will not buy any more, turning over to the Farmers Elvtr. Co. their scales and equipment.

Sawyer, N. D.—Francis N. Pitkin, pres. of the Farmers Elvtr. Co., and ex-pres. of the Farmers Grain Dealers Ass'n of North Dakota, died Nov. 21, after an illness of several months. He was 65 years old and is survived by his widow and 7 children.

Beulah sta. (Mandan p. o.), N. D.—The elvtr. of the Occident Elvtr. Co. at this station is nearly completed, but work has only been started on the house of the Powers Elvtr. Co. Both companies are buying grain on track pending the completion of the elvtrs.—G. D. Reiland, Mandan.

Eldridge, N. D.—The North Dakota Railroad Com'n has exonerated the Powers Elvtr. Co. and the Occident Elvtr. Co. of Minneapolis, of the charge of unfair discrimination in prices brot against them by the Farmers Elvtr. Co. at this station, which claimed that the methods employed by the line companies forced it to discontinue business and close the elvtr. The decision of the com's'n will be found elsewhere in this number of the Journal.

Keith sta. (Devils Lake p. o.), N. D.—The St. Anthony & Dakota Elvtr. Co. has been made defendant in a suit to recover \$35,000 damages for the death of Mgr. Gilbert Gunderson. Mr. Gunderson was so badly injured in November, 1912, that he died shortly afterward. At the time of the accident Mr. Gunderson, without shutting off the engine, was soaping a pulley when his coat sleeve caught in a set screw and he was whirled around the shaft at a terrific speed. He was found an hour later beneath the shaft terribly crushed and bruised. Mrs. Gunderson is the plaintiff in the suit.

## OHIO.

Polk, O.—We have succeeded Wicks & Hartset.—Hartset & Bryan.

New Weston, O.—We have installed new grinding mills.—New Weston Grain Co.

Fredericksburg, O.—A. T. Schlutz has opened an elvtr.—Miller, Burkey & Co., Millersburg.

West Jefferson, O.—I will start to take grain in my new elvtr. about Jan. 10.—John Murray.

Yellow Springs, O.—We have recently installed new machinery in our mill.—John De Wine Co.

Kennard sta. (West Liberty p. o.), O.—We have succeeded Ed. H. Wilson.—J. L. Hewling & Co.

Wilmington, O.—I expect to install an automatic scale and car loader this spring.—W. S. Oglesbee.

Mechanicsburg, O.—We have succeeded H. M. Brown & Co.—The H. M. Brown Grain Co., per H. M. Brown.

Spencerville, O.—The Garman Grain Co. has exchanged the elvtr. here for the elvtr. of C. A. Lehman at Landeck.

Urbana, O.—Blose Bros. will operate the elvtr. at this station formerly operated by Beatley & Co.—Alden Beatley.

Ceylon sta. (Huron p. o.), O.—We will install a new recleaner and overhaul the elvtr. generally.—Berlin Heights Fuel Co.

Elgin, O.—H. G. Pollock of Middle Point has presented his family with a fine 7 passenger automobile as a Christmas present.

Clarksville, O.—W. R. Eyler and Moses Pearce of Hillsboro have bot the mill and elvtr. at this station, formerly owned by D. C. Austin.

Cleveland, O.—F. C. Cain, mgr. of the grain dept. of E. I. Bailey, has been elected mayor of the village of Cleveland Heights.—K. C.

Dallas Switch (Urbana p. o.), O.—The elvtr. of C. E. Young & Son was entered by burglars, Dec. 25. The robbers smashed the front door of the office. They secured a lot of tobacco and \$3 in cash. The safe was so badly damaged with a pick and crowbar that an expert locksmith had to be called to open it, the thieves failing to get into it.

McComb, O.—I have leased the elvtr. of J. W. Long & Son at this point and will manage it myself, handling grain, seed, coal, feed and flour.—R. E. Teegarden.

Kings Creek (Urbana p. o.), O.—I shall operate my elvtr. at this station personally. Have built a room adjoining the elvtr. and have installed a feed mill.—Alden Beatley.

Cleveland, O.—The Cleveland Grain Co. incorporated; capital stock \$500,000; incorporators H. A. Deckett, O. O. Vrooman, H. L. Parmenter, C. E. Mellen and T. A. White.

Millbury, O.—W. J. Brokaw of Columbia Station, does some scoop shoveling business here. He used to buy grain on track here before my elvtr. was built.—A. McDougal.

Ottoville, O.—The Odenweller Mfg. Co. is taking out its steam plant and will use artificial gas of its own manufacture for power. The plant is being installed in a brick building attached to the mill.—S.

Gerald sta. (Napoleon p. o.), O.—The Gerald Grain & Stock Co. has been organized with a capital stock of \$10,000; officers are Dietrick Hogrefe, pres.; H. D. Meyer, vice-pres., and Fred Gerken, sec'y-treas.

West Clarksfield, O.—F. A. Jenkins & Co. of Newark, who own an elvtr. about 12 miles from here, hired T. J. Welch to scoop shovel oats at this station during threshing time. The oats were shipped in Jenkins & Co.'s name.—Frank H. Russell.

Lima, O.—The Tri-State Grain Producers & Dealers Ass'n held an important conference Jan. 6 in the Auditorium of the Lima Club. The peculiar trade conditions now existing were the subjects of discussion by the shippers and receivers present.

Lima, O.—T. P. Riddle, sec'y of the Tri State Grain Producers & Dealers Ass'n, has resigned. No successor has yet been appointed. Mr. Riddle's resignation came at a time when the strained relations between himself and the Toledo Produce Exchange had reached a climax.

Paxton, O.—The local elvtr. companies have notified the public that they are now under the Public Utilities law and will not accept grain for storage. All grain delivered at the elvtrs. not already sold will be settled for at the market price on the date of delivery. The law went into effect Jan. 1.

Osborne, O.—We have changed our firm name to The Tranchant & Finnell Co.—Tranchant & Finnell. The Tranchant & Finnell Co. has been incorporated to buy, sell and deal in grain, feeds and flour; capital stock \$100,000; incorporators W. S. and J. B. Finnell, F. A. Tranchant, F. W. Parsons and F. Deefenbach.

Haskins, O.—The safe in the office of the Farmers Grain Co. was blown open by burglars, Dec. 29, and several hundred dollars taken. The safe was literally blown to pieces with nitroglycerin, the noise being deadened by packing sacks of grain around the safe. No clew to the robbers has been found. The same thieves entered two or three other business places and are said to have carried off their loot in an automobile.

Lima, O.—M. H. Long, for many years connected with Clutter & Long, died at Los Angeles, Cal., New Year's morning. Prior to 1908 his firm was engaged in the grain, hay and seed business in this city. Mr. Long suffered a stroke of apoplexy in 1907 and went to California for his health, the firm closing out its elvtrs. and warehouses. He was a man of quiet unostentatious manner and greatly beloved by those who knew him well.—A. E. Clutter.

Milford Center, O.—On Aug. 6 we bot the elvtrs. at this station, Irwin and Woodstock. With the exception of a mill here we own and operate the only elvtrs. at these stations and there are no other facilities for handling grain there except by "scooping." Hardman & Kimball of Woodstock have been scooping some and making it unpleasant for the legitimate dealer. Our general offices are in this city, our officers being H. J. BeBout, pres.; F. G.



Fullington, vice-pres., and H. P. Clouse, sec'y-treas. and gen. mgr. Mr. BeBout is also vice-pres. and gen. mgr. of the Loudonville Mill & Grain Co. N. C. Gest is our mgr. at Irwin, and Chas. Cranston at Woodstock. We have affiliated with the National and the Ohio Grain Dealers Ass'n and will not measure our success by the success we have in the grain business alone but by also supporting any legitimate move to better the grain trade.—Ohio Grain Elevtr. Co.

## CINCINNATI LETTER.

Monroe Izor has moved his offices to the Union Central Bldg.

Santa Claus, in the person of Bob Archibald, visited the Chamber of Commerce Dec. 24 and left many "toys" and tokens among the "boys" of 'change.

Pliny M. Gale, of Gale Bros. Co. is one of the incorporators of the B. G. T. Co. incorporated this week to manufacture machines to make popcorn fritters. The capital stock is \$1,000.—S.

The offices of Loudon & Co. were moved to the 1st Natl. Bank Bldg. Jan. 1. Miss Wolfe, who has been with the company for many years, has resigned, and her place will be taken by Loudon, Jr.

Barny Bunke, dealer in grain and hay, was reinstated by the Chamber of Commerce this week. He was suspended about 6 months ago for refusing to pay for a carload of grain which he said was not what he ordered.—S.

Ivorydale, which is just outside the city has been made an inspection point for consignments to members of the Chamber of Commerce. This point will be visited by an inspector on Tuesday, Thursday, and Saturday of each week.—S.

Mrs. Geo. Munson, wife of the chief grain inspector of the Chamber of Commerce, and a friend who was staying with her, were recently overcome by gas fumes from the furnace, but timely aid arrived and a fatality was narrowly averted.—S.

Members of the grain trade were notified by Traffic Mgr. G. M. Freer of the Chamber of Commerce, that official classification No. 41 became effective Jan. 1. The order advances the carload minimum weight of oats in sacks or in bulk from 40,000 to 48,000 lbs.

The annual election of the directors of the Hay & Grain Exchange of the Chamber of Commerce will be held Feb. 11. A com'te of 5 members will be selected at a meeting to be held Jan. 13, to nominate 14 candidates for the 7 directors to be elected.—S.

We are indebted to Supt. Culkins for a copy of the Membership Directory of the Chamber of Commerce and Merchants Exchange. It is a very full and complete list and grain dealers who wish to deal only with members of organized exchanges, will find it valuable.

The members of the grain and hay trade did not indulge in an annual bombardment of grain samples on the last day of the year, as has been the usual custom each year. Instead they all gathered at the Sinton hotel, where an elaborate luncheon was served.—S.

We have leased the Big 4 Elevtr. which is being put into excellent condition by the Big 4 Ry. Co. A new concrete floor has been laid and all of the equipment is being put into first-class shape. The power has been changed from steam to electricity, individual motors being used. Large sized driers and bleachers are being installed and when completed the plant will be one of the best equipped in the middle west.—I. E. Watkins, Cleveland Grain Co.

Two tickets have been placed in the field for the annual election of officers of the Chamber of Commerce. George J. Dieterle heads the "red" ticket. Henry J. Brouse is a candidate for sec'y on both tickets, and his election is assured. Edward Fitzgerald, the present sec'y, is a candidate for director. Other selections are James P. Orr, vice-pres.; William T. Johnston, treas.; A. G. Norman, Ralph H. Coney, Armin H. Sanders and H. J. Lewin, directors. The independent or "yellow" ticket is as fol-

lows: Captain Oscar Barrett, pres.; W. B. Melish, vice-pres.; Albert Lackman, treas.; Sol. H. Freiberg, Charles F. Robb, Frank Van Slych, G. C. Van Zandt and Henry Vogel, directors. The election will take place on January 14.—S.

## TOLEDO LETTER.

Arthur E. Trost is now mgr. for the Toledo Grain & Mlg. Co.

W. H. Boardman has been admitted to membership in the Produce Exchange.

John F. Courcier has been admitted to membership in the Produce Exchange and is now mgr. for E. W. Wagner & Co.'s Toledo branch office.

In appreciation of his work as pres. of the Produce Exchange and the strong fight he has made against almost overwhelming odds to gain for Toledo territory equitable freight rates with competing points F. O. Paddock, pres., was re-elected at the annual election Jan. 5. The by-laws of the exchange were amended to permit Mr. Paddock to succeed himself. Other officers elected are 1st vice-pres., John A. Smith; 2d vice-pres., William H. Haskell; sec'y, Archibald Gassaway; treas., Fred W. Jaeger. Directors—David Anderson, Frank I. King, Ezra L. Southworth, George D. Woodman, Frank R. Moorman, Jesse W. Young, H. Wallace Applegate, Cyrus S. Coup, Henry W. DeVore, Frank W. Annin. Com'te of Arbitration—E. L. Camp, L. A. Mennel, H. D. Raddatz, K. D. Keilholtz, C. W. Mollett, E. A. Nettleton, Fred Mayer. Com'te of Appeals—H. L. Goemann, R. L. Burge, F. C. King, G. J. Rudd, W. A. Boardman, O. H. Paddock, J. Wickenhiser, R. P. Lipe, H. R. DeVore, C. S. Burge, C. Rockwell.

## OKLAHOMA.

Butler, Okla.—We will repair our elevtr. at this station.—Hinton Mill Co.

Stonewall, Okla.—H. G. Foster will build a mill and elevtr. in connection with his gin plant.

Hinton, Okla.—We will install a 300-bu. per hour warehouse cleaner during the winter.—Hinton Mill Co.

Prague, Okla.—Demo & Co. will engage in a general grain business at this station and will also handle feed and flour.

Ponca City, Okla.—Albert Faris has resigned as mgr. of the Ponca City Mlg. Co. and will manage a mill in Chillicothe, Tex.

Chelsea, Okla.—My elevtr. burned last August and I have not rebuilt it.—W. J. Strange, vice-pres. and mgr. Chelsea Elevtr. Co.

Inola, Okla.—I expect to quit the grain business during this year. I have installed a new cylinder cleaner and car loader in my elevtr.—W. L. Harris.

Oklahoma City, Okla.—M. E. Sherman will succeed Fred Honea as sec'y-treas. of the Oklahoma City Mill & Elevtr. Co., Mr. Honea having recently resigned.

Frederick, Okla.—Wm. A. Seymour of Chillicothe, Tex., leased the mill of the Frederick Mlg. Co. for one year and took possession Jan. 1.—A. D. Windsor.

Gage, Okla.—The Shattuck Clearing House Co. bot the mill in this city last July, and now operate as the Gage Roller Mills, moving its headquarters from Shattuck to this city.—D. E. Tillotson, sec'y.

Alva, Okla.—E. Anderson, mgr. of the Alva Roller Mills, has succeeded L. L. Peters as sec'y-treas. of the company, Mr. Peters having resigned to go into business on his own account at Evansville, Ind.

Woodward, Okla.—The O. W. Cox Grain Co. is out of business at this point and I have not been connected with the company myself for the last 9 months. F. G. Olson formerly agent for the company is at Hasina, Tex.—O. W. Cox.

Blue Jacket, Okla.—The Blue Jacket Grain Co. has built a new engine room and will use the old one for a scale house. While the new house was being built, Mgr. H. W. Cole fell off the roof and broke his arm above the wrist, but is rapidly recovering.

THIS ISSUE OF THE JOURNAL is a tribute to the drawing power of the Canadian West; and as the leading grain trade paper of the United States, it is natural that the Grain Dealers Journal should take the lead in exploiting the Canadian field. Amongst the prominent grain firms in Canada, the SIMPSON-HEPWORTH Co. Ltd., 458 Grain Exchange, Winnipeg, stand in the front rank as farmer agents, and their reputation as conscientious and careful commission sellers of the producers grain is known to the extreme western boundary. The President, A. T. Hepworth, is well known in United States grain centers, and we advise our readers to get in touch with that firm.

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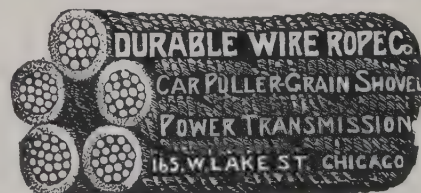
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**OREGON.**

Imbler, Ore.—It is reported that an elvtr. will be built at this point.—J. B. McKennan, agt. Pacific Coast Elvtr. Co., Alicel, Ore.

**PENNSYLVANIA.**

New Brighton, Pa.—J. H. Hornby & Son are improving their plant and installing new machinery.

State College, Pa.—John Hamer, 63 years old, prop. of the Grazier Mills, while working around the machinery Dec. 20, was drawn into it by a loose belt and crushed beyond recognition. He was dead when taken from the machine.

**PHILADELPHIA LETTER.**

Frank C. Reed has applied for membership in the Chamber of Commerce.

John O. Foering, chief grain inspector of the Commercial Exchange, completed a record of 46 years as a grain inspector Dec. 27.

Following the recent death of Hunter Brooks, the firm of Brooks & Pennock was dissolved Jan. 1, E. Eldridge Pennock taking over the business and operating as Pennock & Co.

James L. King, ex-pres. of the Commercial Exchange and Vice-Pres. Louis G. Graff have been mentioned as presidential possibilities for 1914. Both are prominent in the grain trade and have many followers on the exchange. The election will be held during the last week of the month.

**SOUTH DAKOTA.**

Conde, S. D.—The Western Elvtr. Co. has closed its elvtr.

Springfield, S. D.—I have bot the elvtr. of S. M. Brann and am operating it.—J. C. Pigsley.

Milbank, S. D.—The elvtrs. of the Rickert Elvtr. Co. and R. L. Raymond were not opened last fall. H. C. Ackerman is the new agt. for the Farmers Elvtr. Co.—H. A. Riley, mgr. Empire Elvtr. Co.

Dell Rapids, S. D.—Mike Rooney, employed as second man in the elvtr. of Fields and Slaughter, had two of his fingers badly cut when they were caught in the elvtr. cups, as he was cleaning out the boot.—Ed Jorgensen.

Milbank, S. D.—We are operating the elvtr. and mill formerly operated by the Wagoner Milling Co. G. A. Kline is pres. and L. M. Kaercher, sec'y and treas. Jas. Quirk is not interested in the plant.—Grant County Mlg. Co.

Hecla, S. D.—We will build a new 30,000-bu. elvtr. to replace our old house. Our business has doubled each year for the last 3 years and we can not handle all of it thru the old house now.—Chas. W. Estee, mgr. Hecla Co-operative Elvtr. Co.

**SOUTHEAST.**

Lynchburg, Va.—L. E. Mason, senior member of L. E. Mason & Son, died Jan. 2 after a brief illness. He had been in the brokerage business in this city for the last 23 years.

**TENNESSEE.**

Memphis, Tenn.—According to Sec'y Stafford's report at the recent annual meeting of the Grain & Hay Ass'n the membership includes 32 firms.

Nashville, Tenn.—A movement has been started to form a Nashville Ass'n of Commerce, the various local commercial bodies of the city to become members. Pres. Kelly of the Grain Exchange is one of the workers.

Nashville, Tenn.—I have closed a lease for the Hermitage Elvtr., a half a million bus. house, and took possession Jan. 1.—Chas. D. Jones, The elvtr. is owned by the Ill. Cent. Ry. Co. and was operated as the Nashville Terminal Co.

Memphis, Tenn.—A part of the members of the Merchants Exchange desire to have the by-laws of the exchange amended so that the annual election will be held on the second Saturday of January of each year instead of on the second Thursday as at present. It is also suggested that the ballots be cast at 6 p. m. instead of at 11 a. m.

**TEXAS.**

Amarillo, Tex.—The Amarillo Mill & Elvtr. Co. has filed proof of final payment of its capital stock.

Frisco, Tex.—The Farmers & Merchants Cotton & Grain Co. has filed proof of its final payment of capital stock.

Dallas, Tex.—Col. Henry Exall, pres. of the Texas Industrial Congress and the National Corn Exposition, died Dec. 30, at the age of 65.

Fort Worth, Tex.—Mrs. G. C. Mountcastle died Jan. 3 after an illness of several months. G. C. Mountcastle is mgr. for the J. Rosenbaum Grain Co. in this city.

Temple, Tex.—The Temple Grain Co. has sold out to the Childress Grain & Elvtr. Co. and I am out of the grain business at present.—C. J. Senbrick, former mgr. for the Temple company.

Krum, Tex.—R. L. Cole & Co. will build an elvtr. and equip it with dump, feed mill, cleaner, man-lift, oat clipper, automatic scales, gas engine, and the usual complement of belting, ropes, etc.

Fort Worth, Tex.—E. A. Miller, ass't entomologist in the state dept. of agriculture, following a careful investigation of the "green bug" report in a number of counties in the state, reports he was unable to locate any green bugs or other grain plant aphids. He said: "It is probable that before the heavy and continuous rains set in, there were some green bugs prevalent, but weather conditions have been such that the insect could not live. The low temperatures of Dec. 21 and 22, too, must have proved detrimental to the pest."

**WASHINGTON.**

Winona, Wash.—The elvtr. of the Farmers Elvtr. Co. was closed for some time, but is now in operation.

Bellingham, Wash.—The Public Service Com's'n has established a branch office of the state grain inspection dept. in this city.

Spokane, Wash.—The recently incorporated Western Cereal Co. has succeeded the Cereal Products Co. L. C. Whelden is mgr.

Kahlotus, Wash.—The following officers were recently elected by the Kahlotus Grain & Supply Co.: Pres., J. H. Steele; vice-pres., John Howton; sec'y, J. H. Barnes; mgr., A. F. Phillippay; directors, J. F. Boston and J. M. Peet.

Spokane, Wash.—The 4 new concrete grain tanks of the Centennial Mill Co. are completed and will be put into operation in a few days. The tanks are 90 ft. high with an inside diameter of 15 ft. Interstices bins have been constructed between the tanks.

**WISCONSIN.**

Kaukauna, Wis.—The Farmers Elvtr. & Produce Co. will build an addition to its plant.

Depere, Wis.—The office of the John P. Dousman Mlg. Co. was recently entered by burglars. A small amount of money was taken.

**MILWAUKEE LETTER.**

The first car of grain unloaded at the new 250,000-bu. elvtr. of the P. C. Kamm Co., was a car of Wisconsin No. 1 rye.

On Dec. 31, 1867, Archie McFadden became door keeper of the Chamber of Commerce and the 46th anniversary of the event was fittingly remembered by the members of the exchange, Dec. 31.

Wm. E. Haberman and Anton W. Asmuth have applied for membership in the Chamber of Commerce and the memberships of Arthur W. James and Wm. G. McSpadden have been transferred.

Geo. Knowles, Sr., a well known grain broker at this market, connected with Shearson, Hammill & Co., died Dec. 23 at the age of 60. He has been a member of the Chamber of Commerce since 1876.

Members of the "old guard" who gave a minstrel show at the annual celebration of the Chamber of Commerce 16 years ago were on the program of the entertainment given Dec. 31, 1913. A banquet followed the entertainment and as usual everybody enjoyed themselves to the utmost.

**WYOMING.**

Burns, Wyo.—We would call attention to the fact that there were 5,500 bus. of grain in our elvtr. at the time of the fire instead of 500 bus. as reported. We would also say that we will rebuild as soon as the weather permits. We will buy and load in cars until an elvtr. can be erected.—Joan Watkins, agt. Farmers Elvtr. & Mlg. Co.

**NORTHWEST OHIO ASS'N Will Try Again.**

The Northwestern Ohio Grain Dealers Ass'n met in Lima on Jan. 6th, in the Lima Clubrooms, about 30 dealers being in attendance. Most of the dealers did not arrive until after dinner so the program was delayed until 1 p. m.

Owing to the absence of Pres. Odenweller, H. W. Fish was chosen chairman of the meeting. He spoke in part as follows: "We have before us today a very serious state of affairs. Our secretary, T. P. Riddle, has resigned and after today we will have no one in charge of the business of our association." The question now is whether we shall discuss the program as outlined or whether we shall first see whether our association shall die or live."

E. T. Custenborder, Sidney: I am not a member of this association, but do belong to three others. I believe it would be a mistake for you gentlemen to give up the good work. It costs money to run a fire department or a police department and yet none of us would be without the protecting arm of either of those organizations. I think we ought to get busy and try to get Mr. Riddle to reconsider his resignation, and if he declines we must get the next best man.

Pres. Odenweller arrived and took the chair. He said: I think that by all means we should consider the continuation of our association.

H. W. Fish: If our organization dies we will be like a ship without a rudder. Wheat will be bot on a milling basis and not on a shipping basis. We must carry on Ass'n work of some kind and I am in favor of placing our finances in such shape that we can pay Mr. Riddle for his services.

Sec. Riddle: I think you are getting the cart before the horse. I am not resigning for lack of money to pay my salary; neither am I resigning because Toledo is after my scalp. No man in a battle such as I am waging, can come out without some scars.

One year ago last Sept. we met in the Lima House. At that time I was receiving a fixed salary of \$200.00 per month and this was as a rule paid promptly. Since that time I agreed to work without a fixed salary, with the understanding however that every member be placed on an honor basis and that he remit his dues promptly.

My clerk made out a statement for me early in the year and it showed that



I had up to that time received an average monthly salary of \$24.00. Some time later I had another statement made and I learned that I had by that time only averaged \$17.00 per month. This morning after sixteen months time, I learn that I have not received one cent of salary. Our expenses were \$3365.13 and our receipts were only \$3355.00, showing an actual deficit of \$10.13, and no salary paid whatever for the whole sixteen months.

Our dues at one time were \$3.00, and now they are only \$2.00 per month. There are 575 mills and elevators in this territory. I think our plan of one large organization is the only feasible one and our plan of distributing market information is also a very practical one.

I need a rest and will take one. You need an Ass'n unless you think that the grain business is hopeless; 80% of the dealers are buying on my information cards. Some of our members pay and others merely hang on the outside and get all the benefits without paying one cent to support the work.

Pres. Odenweller: What do you say, gentlemen?

C. Behymer, Rockford: We have over five million dollars invested in elevator property and have that much more invested in capital to run the business.

Mr. Fish: We ought to be congratulated that Mr. Riddle has been so faithful as to serve without pay. We ought to put our finances in such shape that Mr. Riddle will know that he will get his salary.

Mr. Brant: I am in favor of keeping the Ass'n together.

Mr. Fish: I move that a com'te of five be appointed to retire immediately to present to this body some feasible plan for the financial reorganization of our Ass'n. The motion carried.

Pres. Odenweller appointed Messrs. Fish, Brant, Behymer, Allinger and Custenborder on this com'te.

While the com'te was deliberating Sec. Riddle gave some personal causes as to why organization work failed. He said that sufficient money for the needs of the work should be put up in advance. He further said that many men were not present because their dues were not paid up.

The Finance Com'te announced that it was ready to report and presented the following suggestions which were adopted as read:

## SUGGESTIONS.

We suggest that Mr. Riddle allow the matter of his resignation to rest for one month and in the meantime he be given leave of absence and be relieved of the duties of his office.

We suggest the appointment of a com'te of three in each county to assist the county collector in collecting delinquent dues and receiving membership pledges for the year 1914 in which dues shall begin Jan. 1st and the appointment of like com'tes in counties where there are no collectors.

We further suggest that a conference of the Ass'n be held at Lima, Tuesday, Feb. 3rd, for the purpose of hearing the reports of the above com'tes and for such other action as may seem necessary.

We suggest that the present officers be asked to act in their official capacity until the meeting in February.

The appointment of a com'te on organization to notify the above com'te of the action taken today, to receive the preliminary reports of said com'te and to make further recommendations at the February meeting of the Ass'n.

Chairman H. W. FISH, Marion  
C. BEHYMER, Rockford  
L. C. ALLINGER, Delphos  
E. T. CUSTENBORDER, Sidney  
F. D. BRANT, Van Wert.

Pres. Odenweller made the temporary finance com'te a permanent one with the exception that S. L. Rice of Metamora

was appointed to succeed Mr. Custenborder.

Sec. Riddle announced that through the courtesy of the representative of the Grain Dealers Journal he was able to announce that the Tentative Corn Grades as proposed by the Government had been adopted to become effective July 1st next. He said further that it would now almost be a necessity for all dealers to buy moisture testers and thus protect themselves from losses. He further said the dealers should refrain from buying only corn and that they should get down to business and buy all corn by grade, and that this was an age of minimized profits and close calculations.

Mr. R. R. Kennedy of Spencerville, O., and a member of the Ohio legislature, was called on to speak regarding the Ohio seed law. He said: I am ready to do the fair thing for both farmer and grain man. I do not believe that the Ohio seed law is fair. It places a burden on the dealer. The farmer gets full liberty to buy and sell any kind of impure seed while the dealer is only allowed to buy the impure seed. Before he can sell it, the seed must be recleaned. An amendment should be passed that gives the farmer and dealer like protection. I want your views and am at your service.

Sec. Riddle: The intent of the bill is to promote seed purity. Many bills are introduced merely for the purpose of getting the legislator's name before the public. I believe that the present Ohio seed law was copied from some western seed law, as buckhorn, one of our worst obnoxious seeds, is not mentioned, while the names of several unknown seeds are mentioned. I believe the bill is class legislation and therefore unconstitutional.

Mr. Wells: I believe that the farmer should have the same restrictions that the dealer has. When we clean seed we should not sell the tailings to the farmer. These tailings should be burned so as to get the weed seed out of the country.

H. G. Pollock: We received four bags of seed from a man and cleaned out a bag and a half of tailings. We favor the burning of all tailings.

Mr. Custenborder: We ought to label our seeds and tell what is in them. Buckhorn is used for pasturage in Scotland and is considered to be fine for that purpose. One of our largest seed houses ships buckhorn to Scotland.

Chas. Knox: I have heard that buckhorn makes very fine pasturage and that it is quite fattening for sheep. Is clover seed ever sold for coloring purposes?

Pres. Odenweller: C. A. King in his market letter says that clover seed is only used for seed purposes.

The meeting then adjourned.

The following members were present: A. H. Behymer, Rockford; A. B. Beverstock, Lexington; H. Bressler, West Carroll; E. T. Custenborder, Sidney; E. L. Diller, Bluffton; W. A. Dull, Willshire;

C. J. Faust, Columbus Grove; H. L. Frisinger, Rockford; G. B. Hauman, Arlington; J. E. Hauss, Wapakoneta; J. E. Johns, La Fayette;

Fred Kalmbach, North Baltimore; D. C. Keller, Bellefontaine; J. E. Mohr, Van Wert; H. S. Nelson, Mansfield; R. A. Pugh, Bradford; O. E. Richardson, Celina; W. E. Scott, Delphos; Geo. Winder, Bellefontaine.

Those from a distance were: A. H. Flanagan, with Crabb-Reynolds-Taylor Co., Crawfordsville, Ind.; C. O. Garver, Grain Dealers Ins. Co., Columbus; W. C. Hodill, Pittsburgh; Chas. Knox, Toledo; W. E. Muhrbach, Jones Wise Com. Co., St. Louis.

# More Quick Action

We told you in last issue of our quick work in shipping and installing a drier at New Harmony, Ind.

## Here's Another

On Tuesday, Dec. 23, at 4 p. m., we got a hurry-up inquiry from Kenney Elevator, Kenney Illinois—lot of corn to be dried for January delivery. We got 'em on the phone at 4:30.

They wanted some one to come down and look over the plant. Our aviator lit in the town at 3:45 the next morning.

At nine a. m., over the phone, we got the order. When the train left Chicago that night, Dec. 24, the drier was on it. Now the drier is at work and the corn will be delivered. Hess-Dried—on schedule time.

We have more driers—more men and plenty of get-at-it-iveness. Ask us.

We send driers and men all over the United States and Canada.

More of our driers are in use than all other makes combined.

The Hess Drier stands for efficiency and good quality of work, and particularly for economy and convenience in operation.

Among large driers now being installed by us are

Cleveland Grain Co., Cincinnati.

Michigan Central Transfer Elevator, Chicago.

Donahue-Stratton Co., Milwaukee.

Norris & Co., South Chicago.

Our large driers are used at all export stations, including Fort William, Port Arthur, Montreal, and every Atlantic port from Portland to Galveston.

# Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

Makers also of copper and glass flask testers.



## Supply Trade

Minneapolis, Minn.: R. J. Moulton of Moulton & Evans, who was recently struck by an automobile, is rapidly recovering from the injury to his skull and expects soon to resume business.

Decatur, Ill.: The Union Iron Works' New Year's Greeting to the trade is a large sized wall calendar showing a fine view of its modern factory. It will be glad to supply such readers of the Journal as may make direct request.

Portland, Ore.: The J. J. Ross Mill Frn. Co. is now located in its new quarters, in the three-story brick building. The new quarters give it more than 60 per cent greater floor space, permitting new and commodious shops to be fitted for the various departments.

North Milwaukee, Wis.: The Avery Scale Co. has recently filed with the U. S. patent office an application for a new trade mark. It consists of an eagle with outstretched wings, mounted on a shield which has the word "Avery" placed diagonally across it. The address, "North Milwaukee, Wisconsin," appears upon a pennant encircling the bottom of shield.

Chicago, Ill.: The Hess Warming & Ventilating Co. has just issued a new, illustrated booklet describing its original Brown-Duvel Moisture Tester (with glass flasks) with full instructions for operating in conformity with Bulletin No. 72, Department of Agriculture, Journal readers who desire its latest literature on moisture testers will be supplied.

Washington, D. C.: From Washington comes a very interesting pamphlet entitled "Letters Patent," being the article by F. P. Fish read before the American Bar Ass'n at Montreal, Canada, and presented to the U. S. Senate by Senator Brandegee. The subject of "Letters Patent in Relation to Modern Industrial Conditions," is excellently covered in its various phases. Application to your congressman or senator will secure readers of the Journal copies if so desired.

Chicago, Ill.: A practical, convenient and efficient means of determining dockage percentages on different samples of grain is offered the grain trade in the new, patented "Four-In-One" Agate Bearing Scale and Dockage Sieves, manufactured by the Seed Trade Reporting Bureau. The scale renders the following weights: dockage percentages, test weight per bushel, dockage per bushel, postage weights of grain for mailing and weights of grain for moisture tests. The sieves are made according to government specifications for the determination of dirt, broken kernels and foreign matter in wheat, barley, oats and corn.

Washington, D. C.: A report from the U. S. Consuls at Antung, China, tell us

of the opportunity for the development of a market for corn huskers and shellers, in Southern Manchuria. It is suggested that interested firms send illustrated catalogues or pamphlets, advisedly on low priced hand-operated machines. The Chinese farmer is totally ignorant of machines of this class and must be educated to appreciate their value. It is the consul's belief that a paying business could gradually be built up. The names of possible agents in Antung for the American machines may be obtained from the Bureau of Foreign and Domestic Commerce.

**ADVERTISING'S NEW YEAR PRAYER:** And now comes the New Year to us with its offering of opportunities. Help us to see them and use them in the service of ourselves. May we learn, as we have never learned before, the art of treating ourselves wisely, and may we be made to know that we can serve ourselves best only by serving others. Let it be brought home to us daily that only those serve widely and wisely who advertise widely and wisely. Let those of us who are salesmen of advertising be gifted with the wisdom and power to persuade non-advertisers to make use of their opportunity, and may advertisers be given those results which will encourage them in continuing their campaigns. May the business publications so prosper that they will carry the messages of the master advertisers into an ever-increasing number of homes. Fill the millions of readers with desire for those offerings manufactured in truth and advertised in truth; and before another New Year comes with its greeting may the advertising public and the buying public be welded into one harmonious whole by those wondrous cohesive forces of mutual understanding — Sincerity and Truth.—By Thomas Dreier.

### Scale Experts to Meet.

The National Ass'n of Scale Experts will hold its ninth semi-annual meeting in the Old Capitol Building, St. Paul, Minn., Jan. 12 and 13.

The morning session of Jan. 12 will be devoted to ass'n business. At noon a dinner will be given by the ass'n at the Frederic Hotel. In the afternoon a debate will be held on the topic:

"Resolved, That the nose-irons on railroad track scales should never be moved after the scale has been properly adjusted at time of installation." Three speakers will take the affirmative side of the question; and three others, the negative. In the evening an illustrated lecture will be given by R. W. Smith on phases of weights and measures work.

Tuesday, Jan. 13, will be devoted to automatic weighing. A trip to inspect the master track scale of the State of Minnesota at Minnesota Transfer will be made at 11 o'clock; and in the afternoon members will discuss the effect of rounded or worn scale pivots and out-of-plumb scale connections.

All interested in scale work are given a cordial invitation to attend.

### Re-Inforced Belting.

The ordinary conveyor belt is apt to become useless most quickly thru one of two causes, the opening up of the plies or the fraying of the edges. A grain belt, traveling rapidly and carrying heavy loads, is subject to intense and rapidly-fluctuating strains. Inasmuch as no material is absolutely flexible, the continual bending of the belt over the end pulleys, the abrasion of the material and the internal strains soon cut the stitches in the ordinary belt, thereby causing the plies to open up. Fig. 1 shows a belt in this condition.

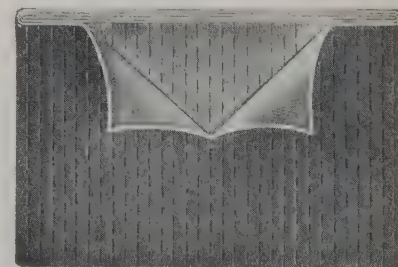
The second point of quickest wear on the conveyor belt is the edge. It is impossible to protect a belt from all contact at its edges, and unless this part of the belt is specially re-inforced, it will soon become unfit for use. The belt shown in Fig. 2 is not an exaggerated example of a belt in this condition.

The manufacturers of "Rexall" Belting knew the exact service demanded of conveyor and elevator leg belts in grain elevators; and they built their belting to meet that service. Rexall Belting, as shown in Fig. 3, is made with "protected" stitching. The manufacturers claim that no amount of surface abrasion can cut or wear off this stitching; and that in several instances the outer plies of their belting were completely worn away before the inner plies showed any wear or the stitching gave any signs of breaking or loosening.

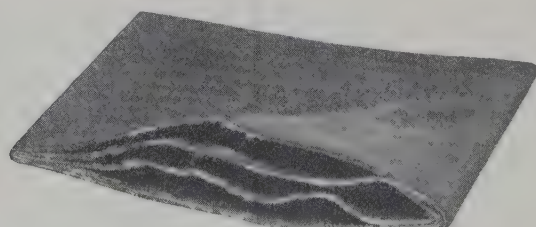
Complete information concerning "Rexall" Belting for elevators may be obtained from the Imperial Belting Co.

A RATE of 38c per 100 lbs. on imported burlap from North Atlantic ports to Memphis, Tenn., was not found unreasonable or discriminatory by the Interstate Commerce Commission Dec. 3 in the case of Memphis Freight Bureau v. B. & O. R. R. Co.

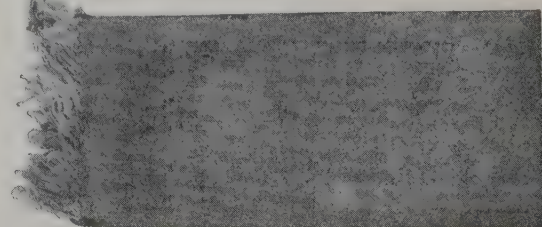
THE ARGENTINE corn crop this year is officially estimated at 348,500,000 bus. The crop actually harvested will depend entirely upon the weather in January and February. The 1912-13 corn crop was 200,000,000 bus., of which 155,000,000 bus. has been exported to date. The crop of 1911-1912 was 296,000,000 bus. of which 106,000,000 bus. was exported.



Rexall Belting, showing Protected Inner Stitching.



Ply of Belting Opened Thru Failure of Stitching.



Elevator Belting with Frayed Edge.



## A Safe Manlift.

A manlift having steel wire guides in place of wooden guides has been invented by C. E. Bird, Minneapolis, Minn., and is protected by United States Letters Patent No. 1,079,159.

By substituting steel wire for wood in the upright supports for his manlift, Mr. Bird obtains numerous advantages. In the first place, the steel wire guides are much easier to install. The grain man has only to anchor them at both ends of the manlift shaft. The wires are connected at the top, and are supported on pulley bearings. By means of a weight and lever arrangement, pressure is applied to the horizontal portion of the wire. In this way, the guides are always kept at the proper tension but still are permitted ample play to compensate for expansion and contraction.

It will thus be seen that this manlift is less troublesome and less expensive, by the use of wires, considerable space (usually 12 in.) is saved. Furthermore, the Bird Manlift requires little energy to operate, as the wire guides are always in perfect alignment and are not affected by warping or settlement of the building.

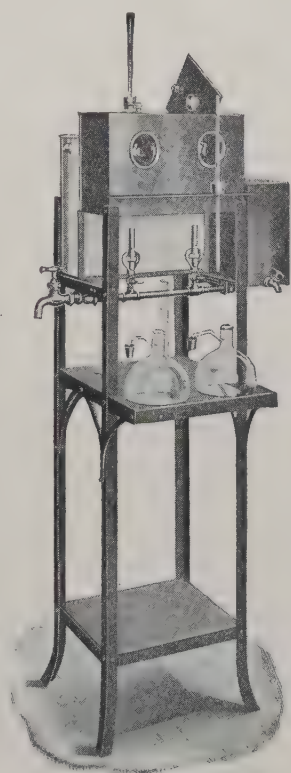
The most important advantage of the new manlift and the feature on which the inventor lays most stress is the great safety it affords. As will be seen from the drawing accompanying this article, the manlift car is provided with both a brakeshoe and a special safety device, sliding on one of the wire guides. The safety device is held inoperative by the weight of the car; but in the event that the car's supporting cable breaks, the safety firmly grips the wire guide ropes and holds the car. The only way the

car can fall is thru the breaking of both the supporting cable and the wire guide, a practically impossible contingency.

## A New Moisture Tester.

The Hess Warming and Ventilating Company is advertising its new moisture tester conforming exactly with the specifications of Bulletin 72, of the Department of Agriculture, which describes the "Original Brown-Duvel" moisture tester, such as is used by the Department of Agriculture and recommended by its employees, using the same glass flasks and tubes and corresponding in all respects with the so-called "Government" or "Official" tester.

The Hess Company, however, has mounted the apparatus on a tall steel stand with service shelves similar to the convenient arrangement of the Hess Improved Tester.



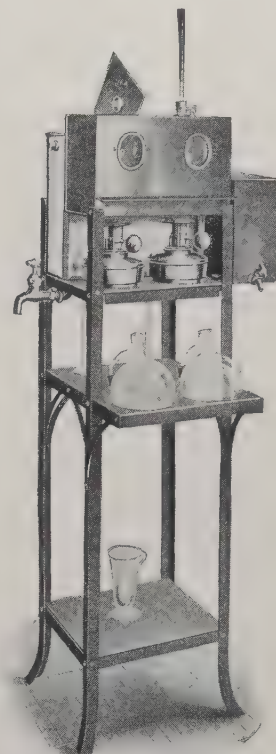
A New Moisture Tester.

The Hess Improved moisture tester, with copper flasks, has enjoyed a very large sale, being available for gasoline and electricity, as well as for gas and alcohol, and the expense-saving feature of the copper flasks has worked great economy in the cost of testing. It is not in any sense superseded by the new original moisture tester, but the company has decided to supply both kinds so as to meet all requirements. Grain dealers who prefer to use the glass flask machines may now be supplied by the Hess Company at low prices.

THE REGULATION of stock and grain exchanges, particularly the prohibition of dealings in futures, will be discussed at hearings of the House Committee on Agriculture at Washington in the near future. The committee is considering the numerous bills on this subject which have been introduced in Congress.

## THE ORIGINAL BROWN-DUVEL MOISTURE TESTER

(Glass Flasks)



This tester is built exactly on the lines of the tester described in Bulletin 72, Bureau of Plant Industry, Department of Agriculture, and is sometimes called the "GOVERNMENT" or "OFFICIAL" tester, and is similar to those used by the Department of Agriculture and by numerous grain exchanges and inspection departments.

### EXCEPT

that this tester, as we make it, is more substantially built and of better material than other testers of this description. The body is of planished blued steel, polished copper tank and fittings, and the whole is mounted on a high strong steel stand with capacious shelves below, all finished in best black baked japan, which will not crack nor peel. The glass flasks are of the best quality, and the accessories are guaranteed for accuracy. We make it for gas and alcohol, but not for gasoline nor electricity.

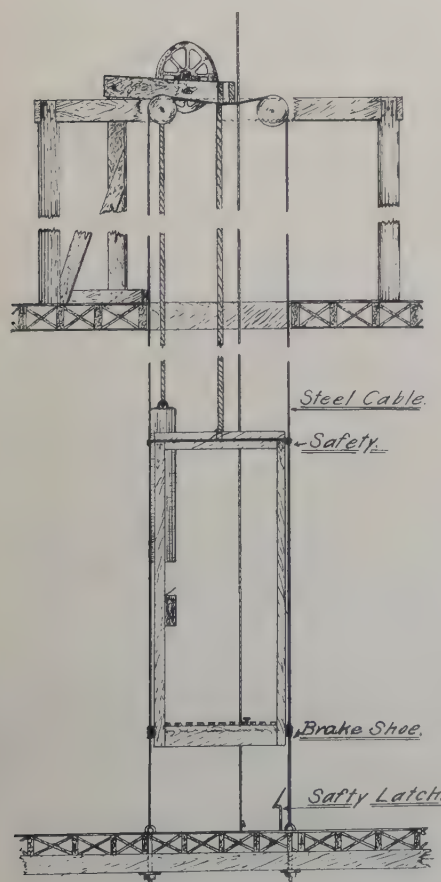
Prices f. o. b. cars Chicago:  
Two burner for gas.....\$30.00  
Four burner for gas..... 40.00  
Six burner for gas..... 50.00  
including all accessories, except scales. Alcohol testers are one dollar per burner higher in price, with gas generating heaters.

We guarantee this tester to comply in all respects with the specifications of the Bulletin mentioned. THE HESS IMPROVED MOISTURE TESTER with copper flasks, for gasoline, electricity, gas or alcohol, still holds the lead. More of them are sold and used than of all other makes and kinds put together. Tests pour and feed as well as whole grains. The Hess Improved testers are used in all the grain inspection offices of the Canadian Government.

Hess Warming & Ventilating Co.

907 Tacoma Building, Chicago

Makers of Hess Grain Driers and Coolers.  
Free booklets.



C. E. Bird's Manlift With Wire Guides.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

**C. & N. W.** in Sup. 8 to 14000-B names transit rules on seeds and grain, effective Feb. 2.

**M. K. & T.** in 5952 quotes rates on wheat and corn from Des Moines, Ia., to its stations in Mo. and Kan., effective Jan. 15.

**M. K. & T.** in Sup. 1 to 4525 quotes import rates on wheat and corn from Galveston, Tex., to stations in Okla., effective Jan. 26.

**Grand Trunk** in Sup. 15 to 324 quotes rates on grain and grain products from Milwaukee, Wis., Chicago, Ill., and stations in Ill.; to stations in C. F. A. territory, effective Jan. 15.

**C. & A.** in Sup. 34 to 1604-A quotes a rate of 7c on grain between Rutland and Wagona, Ill., and East St. Louis, Springfield, Ill., and St. Louis, Mo., effective state Dec. 5, interstate Jan. 9.

**C., R. I. & P.** in Sup. 23 to 19690-D quotes rates on grain, flaxseed and millet seed from stations in Oklahoma and Kansas to Little Rock, Ark., Memphis, Tenn., and New Orleans, La., effective Feb. 1.

**Wabash** in Sup. 5 to D6675 quotes rates on grain, grain and by-products from its stations west of Detroit River, on and east of Mississippi River; to Canadian and eastern seaboard points, effective Jan. 11.

**C. G. W.** quotes a rate of 15.75c on wheat, 14.5c on corn, oats, rye and barley from Minneapolis and St. Paul, Minn., to Atchison, Leavenworth, Kansas City, Kan.-Mo., and St. Joseph, Mo., effective Jan. 21.

**C. M. & St. P.** has reduced its grain rates from stations in northwestern Iowa to Chicago, Ill., and Milwaukee, Wis., to meet the reduced rates of the C. R. I. & P. and M. & St. L. Rys., effective Dec. 30.

**C., B. & Q.** in Sup. 17 to 4000-B quotes rates on grain and flaxseed from Iowa stations to Chicago, Peoria, Galesburg, Dubuque, Keokuk, Quincy, St. Louis, Hannibal, St. Paul, and Minneapolis; effective Jan. 20.

**Mich. Cent.** in Sup. 17 to 9073 quotes a rate of 14½c on grain and grain products from Buffalo, N. Y., to Aurora and Elgin, Ill., and a rate of 13c from Oxford and Rochester, Mich., to Louisville, Ky., effective Feb. 1.

**C. & A.** in Sup. 3 to 1570-D names rules governing milling in transit at Alton, East St. Louis, Ill., and St. Louis, Mo., of domestic or export wheat moving to Eastern Trunk Line Territory or to Gulf ports, effective Jan. 20.

**C. B. & Q.** in Sup. 8 to 1991K quotes rates on grain from Duluth, Minneapolis, Minnesota Transfer, St. Paul, Winona, Minn., La Crosse and Superior, Wis., and its other stations; to Ohio River and C. F. A. points, effective Jan. 15.

**Wabash** in Sup. 5 to P5003 quotes rates on grain and grain products from Kansas City, Kan.-Mo., St. Joseph, Mo., Elwood, Kan., Council Bluffs, Ia., and Omaha, Neb.; to stations in Ill., Ind., Ia., Mich., Minn., Mo. and Wis., effective Jan. 19.

**C. & A.** in 1655-C quotes a rate of 25.5c on Wheat and grain screenings, and 24.5c on corn, oats, rye and barley, from Chicago, Ill., when from beyond, to Galveston and Texas City, Tex., for export, including wharfage charges, effective Jan. 20.

**Grain and grain products rates** from Illinois-Indiana-Iowa specific group points to Eastern Trunk Line Territory, east of and including the western termini of Eastern trunk lines, are increased ½c to 1c per 100 lbs.; rates to St. Louis and Cairo, C. F. A. Territory, the Ohio River and south thereof are also increased, but reshipping rates from Chicago, Peoria, St. Louis and other markets are not changed; effective Jan. 8.

**Grand Trunk** in Sup. 16 to 333 quotes rates on grain and grain products from its stations and connections; also reshipping rates from Milwaukee, Wis., to eastern cities and stations in New England and Canada, effective Jan. 15.

**A. T. & S. F.** in Sup. 8 to 5702-D quotes rates on flax, millet, hemp seed between Kansas City, St. Joseph, Mo., and Atchison, Kan.; and Rock Creek, Meriden, and Kilmer, Kan.; also a rate of 38½c on broom corn seed from Mattoon, Ill., to Lindsay, Okla., effective Feb. 5.

**C. R. I. & P.** quotes a proportional rate of 22½c on corn, barley, oats, rye, screenings, and oat hulls and 24½c on spelt from Minneapolis and St. Paul, Minn.; to Little Rock, Ark.; also a proportional rate of 18c on corn and oats from Des Moines, Ia., to Little Rock, Ark., and stations taking same rate, effective Feb. 1.

**W. H. Hosmer**, agent, quotes the following rates on grain and grain products: from Shattuc and East Hannibal, Ill., 10½c to Detroit, Mich., and Toledo, O.; 11½c to Cleveland and Sandusky, O.; from Salem, Ill.; 7c to Terre Haute, Ind., and 8c to Indianapolis, Ind.; from Shattuc, Ill., 8c to Indianapolis, Ind., effective Jan. 8.

**Malt rates** from Chicago, Ill., to points in eastern Ohio, also to points in western Pennsylvania and New York located on or west of the Buffalo-Pittsburgh line, applying only on malt originating in the Northwest or manufactured from rye or barley originating beyond, are advanced from ½c to 1.8c per 100 lbs., effective Jan. 8.

**C. & A.** in Sup. 4 to 1596-B quotes rates on grain and grain products from stations in Illinois to Memphis, Tenn.; also a rate of 13½c on barley, corn, oats, rye, grain screenings and wheat from Chicago, Peoria, and Pekin, Ill. (when from beyond), to Mobile, Ala., New Orleans, Port Chalmette, and Westwego, La., when for export to Europe, Asia, and Africa; effective Feb. 1.

**C. B. & Q.** in Sup. 44 to 3200-B quotes rates on flaxseed, wheat and corn, between Illinois, Missouri and Iowa stations; and Kansas City, St. Joseph, Leavenworth, Atchison, Nebraska City, Omaha, South Omaha, Pacific Junction, and Council Bluffs; also rates on grain between Great Northern stations in South Dakota, Minnesota, and Iowa, and the same destinations; effective Jan. 20.

**C. & A.** in Sup. 13 to 1609-B quotes rates on flaxseed, Hungarian and millet seeds, wheat, corn, oats, barley, and rye between certain Missouri stations and Chicago, Peoria, and East St. Louis, Ill.; also miscellaneous rates on grain, seeds, oil cake and oil meal, between Kansas City, Glasgow, Jefferson City, and Hannibal, Mo., and Chicago, Peoria, and East St. Louis, Ill., effective Jan. 20.

**C. B. & Q.** in 1117-G quotes rates on grain products from Clinton, Davenport, Keokuk, Ia., East St. Louis, Peoria, Quincy, Rock Island, Augusta, Bushnell, Camp, Point, Colchester, Dallas City, East Burlington, Golden, Keithsburg, Rushville, Winchester, Beardstown, Rochelle, Rockford, Ill., Hannibal, and St. Louis, Mo., to eastern basing points, including Buffalo, N. Y., and Erie, Pa., effective Dec. 26.

**C. & N. W.** in Sup. 21 to 11475-A quotes rates on grain and flaxseed between Iowa stations and Chicago, East Clinton, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minnesota Transfer, and St. Paul, Minn.; also between Iowa, Minnesota, North and South Dakota stations, and Chicago, Peoria, Ill., Green Bay, LaCrosse, Rhinelander, Milwaukee, Wis., Minneapolis, Minnesota Transfer, St. Paul, Duluth, Winona, Minn., and Marquette, Mich.; effective Feb. 2.

**Mo. Pac.** quotes a rate of 27c on millet seed from Sioux City, Ia., to Carondelet, St. Louis, Mo., and East St. Louis, Ill.; a rate of 23.1c on millet and flaxseed from Axtell, Baileyville and Seneca, Kan.; to Sioux City, Ia.; a rate of 14c on bran, oil cake and oil meal from Minneapolis, Mankato and St. Paul, Minn.; to Atchison, Leavenworth, Kan., Kansas City, Mo., and Nebraska City, Neb.; and a rate of 25c on oatmeal from Nebraska City, Neb., to Sioux Falls, S. D.; effective Jan. 25.

**C. R. I. & P.** quotes a rate of 10c on wheat and corn from Minneapolis and St. Paul, Minn., to Alco, Gary, Ivanhoe and Tolleston, Ind.; 10½c on corn, rye, oats and barley, between Bean Lake and Armour, Mo.; and East St. Louis, Ill.; St. Louis and Hannibal, Mo.; 14½c on wheat and 13.3c on corn between Oakwood, Ia., and Peoria and Chicago, Ill.; and 12.2c on wheat and 10.3c on corn between Oakwood, Ia., and Minneapolis and St. Paul, Minn., effective Feb. 1.

**A. T. & S. F.** in Sup. 7 to 5588-J quotes rates on grain and linseed meal between Oklahoma stations and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., and Chicago, Ill.; also a rate of 18c on alfalfa feed and meal from Catherine, Randall, Shelton, Shelton Jct., Fenton, Hays, Roberta, and Hawley, Colo., to Kansas City, St. Joseph, Mo., Atchison, and Leavenworth, Kan., and 29c from same stations to Chicago, Ill.; also distance rates on grain between stations in Kansas, between points in Kansas and points in Oklahoma; between Superior, Neb., and Joplin, Mo., and points in Kansas; effective Jan. 31.

**C. R. I. & P.** in Sup. 3 to 27537-B quotes rates on grain and grain products from its stations to Atlantic Coast, Eastern interior and Canadian basing points; also rates on grain, malt, flax and Hungarian seed from Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo., when originating beyond, to Cairo, Thebes, Ill., Evansville, Jeffersonville, New Albany, Ind., Columbus, Hickman, Paducah, Louisville, Ky., and Columbus, O., when destined to South-eastern and Carolina territories; also rates on grain and flaxseed from Minneapolis, Minnesota Transfer, and St. Paul, Minn., to C. F. A. points, effective Jan. 2.

**Wabash** quotes rates as follows between College Springs, Clarinda, Finley, Daghurst and Taggart, Ia., and the given station: Coin and Bingham, Ia., 4.4c on corn, oats, rye and barley, 5.3c on wheat and flaxseed; Council Bluffs, Ia., 6.2c on corn, oats, rye and barley, 7.5c on wheat and flaxseed; Omaha and South Omaha, Neb., eastbound, 6.2c on corn, oats, rye and barley, 7.5c on wheat, 8.5c on flaxseed; Omaha, Neb., westbound, 7.2c on corn, oats, rye and barley, 7.5c on wheat, 8.5c on flaxseed; South Omaha, Neb., westbound, 7.2c on corn, oats, rye and barley, 8.5c on wheat and flaxseed; and Shenandoah, Ia., 4.4c on corn, oats, rye and barley, 5.3c on wheat and flaxseed, effective Jan. 12.

**M. & St. L.** quotes a proportional rate of 26.5c on oil cake and oil meal and 28c on bran, chopped feed, gluten feed, grain screenings, meal and shorts from Minneapolis and St. Paul, Minn., to Fort Smith, Ark.; 17½c to Detroit, Mich.; 18c to Cincinnati, O., and Cairo, Ill., and 19c to Cleveland, O., on flaxseed from Minneapolis and St. Paul, Minn.; 13½c on wheat from Minneapolis and St. Paul, Minn., to Crescent, Forest City, Havana, Bloomington, Clinton, Springfield, Lincoln, Petersburg and Mason City, Ill.; 19½c on rye from Chaska, Eden Prairie, Carver, Hartland, Helena, Hopkins, Jordan, Kilkenny, Manchester, Merriam, Doyle, Montgomery, New Richmond, New Prague, Otisco, Waterville, and Waseca, Minn.; to Cincinnati, Hamilton, Piqua, O., Evansville, Jeffersonville and New Albany, Ind.; and 20½c to Louisville, Ky., effective Feb. 1.

**MINORITY STOCKHOLDERS** of the Great Western Cereal Co. filed suit Dec. 29 in the United States District Court at Chicago for \$10,000,000 damages against the directors of that company and the directors of the Quaker Oats Co., alleging that the sale of the Great Western to the Quaker Oats Co. was accomplished by fraud and conspiracy, the money so obtained was grabbed by the bondholders, and the minority stockholders, owning \$1,500,000 worth of stock, received nothing.



## A NATIONAL SEED TESTING Campaign.

A seed-testing campaign that will cover twenty grain-growing states has been started by the Crop Improvement Com'ite of the Council of Grain Exchanges. As the first step in this work, the com'ite is writing to the county superintendent of schools in every county in Idaho, Montana, Colorado, Oklahoma, North and South Dakota, Nebraska, Kansas, Minnesota, Iowa, Missouri, Illinois, Wisconsin, Michigan, Indiana, Kentucky, Ohio, Pennsylvania, New York and Maryland, requesting him to act as chairman of the county seed-testing com'ite.

The Crop Improvement Com'ite then sends him a supply of circulars, giving instructions to school teachers and children on the proper method of testing small seeds. These circulars are easy to understand and cover every step in the process. The Com'ite also offers to furnish testers for small seeds for 1c apiece and testers for corn at 10c each, the actual cost; and also gives complete instructions for the making of these testers at home.

The value of testing all seeds is generally understood; but the difficulty generally lies in devising some method of having these tests made regularly and uniformly. By getting the school children to test seeds, the Crop Improvement Com'ite believes that it will be possible to obtain tests on the seeds planted on every farm in the county. The plan is to assign one school child to a farmer, to test all of his seeds. This will work up a competitive spirit in both the farmers and the children and will keep up the interest in the work.

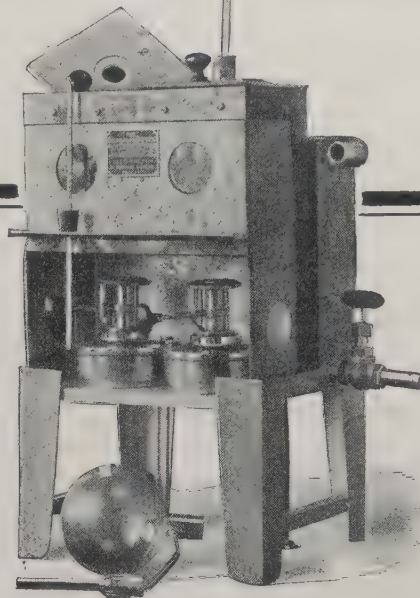
In order to obtain the necessary co-operation with the superintendent of schools, the Crop Improvement Com'ite is also writing to business men, banks, grain dealers, and other business men in each county, asking them to give their aid to the work.

The good to be derived from these seed tests is obvious. By operating thru the schools, the tests are obtained at very little expense, even when the testers are purchased from the com'ite, and at no expense whatsoever when the testers are made at home.

F. H. Demaree, agronomist of the Crop Improvement Com'ite, which maintains offices in the Chicago Board of Trade, is particularly anxious to get the support of the grain men, the business men most of whom are the principal gainers by crop improvement work; and all writing to him will receive the necessary information that will enable them to take an active part in this campaign at the expenditure of only a little of their time.

HAS the Government overestimated the wheat crop? Its final report shows Kansas, Oklahoma, Missouri, Ohio and Michigan producing 191,000,000 bus. The latest state reports gave them only 163,000,000 or 28,000,000 bus. less than the government. It is fair to assume that other winter wheat states, if they had state reports, would be smaller. The same ratio would make the total winter wheat crop 76,000,000 bus. less, or 448,000,000 instead of 524,000,000 bus. The state reports may be too low. Split the difference and the crop would be 486,000,000 bus. The crop movement during the balance of this season will show who is correct.—C. A. King & Co.

## The standard moisture tester



Two-Burner, Alcohol Tester.

Now that the Government has officially announced the establishment of a uniform system of corn grades—

you will need and want a moisture tester. One that all others must conform to instead of one that must conform to another. You want a *standard tester*.

*Paragraph 11 of the Government Grades states:—Moisture percentages, as provided for in these grade specifications, shall conform to results obtained by the standard method and tester as described in Circular 72, bureau of plant industry, U. S. Dept. of Agriculture.*

## The OFFICIAL BROWN-DUVEL MOISTURE TESTER

is the only form of tester complying specifically with specifications as are given in Circular 72, and all other modified forms do not comply, are not standard, and are not endorsed by the Government.

Because this tester is standard, it is used by the U. S. Government, State Grain Inspection Departments, used by principal corn markets, and by hundreds of country shippers.

An Official Brown-Duvel Moisture Tester means a standard tester, certified correct thermometers and graduated, absolute accuracy and general satisfaction, and not the differing results, dissatisfaction and heavy repair expenses found in other makes.

This tester is the most complete, compact, convenient, strong and durable tester on the market today.

There were more of this form of testers purchased during the last year than all others combined.

Made in two, four or six compartment sizes, with gas, alcohol or electric burners.

Install a standard tester in the first place, and you will not have to later. You take no chances when you install the Official Brown-Duvel Machine. It was standard, is standard and always will be so.

Write for Catalog 10-G today!

**Seed Trade Reporting Bureau**  
627 Postal Telegraph Building CHICAGO

Manufacturers of "Four-in-One" Scales, Grain Triers, Sample Pans, Dockage Sieves and other supplies for the grain trade.

WRITE—WIRE—PROMPT SHIPMENT FROM CHICAGO



## Supreme Court Decisions

**Check Given for Gambling.**—Checks given for money to be used in gambling cannot be collected as between the drawer and payee, so that payment of such checks may be stopped by the drawer.—*Lloyd v. Robinson*. Court of Civil Appeals of Texas. 160 S. W. 128.

**Arbitration.**—An agreement to submit a controversy to arbitration which had not been reduced to writing did not deprive the courts of jurisdiction of such controversy; no steps having been taken to perfect the agreement or to carry it into effect.—*Hill v. Neese*. Court of Civil Appeals of Texas. 160 S. W. 314.

**Discrimination in Car Supply.**—The state courts have jurisdiction of an action against a carrier for unlawful discrimination in the distribution of coal cars, though the discrimination relates to cars used in intrastate or in interstate commerce at the shipper's option.—*Stineman Coal Mining Co. v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 88 Atl. 761.

**Notice of Mutual Insurance Assessments.**—Where the charter of a mutual fire insurance company merely required it to give notice of assessments by mail, the fact that for the past two years it had given notice by postcard is not a waiver of its rights to give notice by second-class mail which cannot be forwarded as a postal.—*Mutual Fire Ins. Co. v. Turner*. Supreme Court of Appeals of Virginia. 79 S. E. 1067.

**Check "In Full."**—The acceptance of a check for the part of a claim admittedly due and owing, even when containing the words "This pays in full," cannot amount to an accord and satisfaction of the balance of the claim which is in dispute, since the payment of the conceded indebtedness could form no consideration for the satisfaction of the disputed balance.—*Dunn v. Lippard-Stewart Motor Car Co.* Supreme Court of New York. 144 N. Y. S. 349.

**Necessity of B/L.**—The execution of a bill of lading is not an indispensable prerequisite to a valid contract of affreightment, nor necessary to evidence such a delivery to a common carrier as will be the equivalent in the contemplation of law to delivery to the consignee. Especially is this true when delivery is made by a shipper at a point upon the line of a carrier where there is no agency or shipping agent of the carrier.—*City of Bainbridge v. Smith*. Court of Appeals of Georgia. 79 S. E. 1130.

**Void Stipulation on Telegram Blank.**—A telegraph company cannot limit its liability for negligence in the transmission of a message by a stipulation on the back of a telegraph blank that it would not be liable for damages for any mistakes or delay in the transmission of messages, whether caused by the negligence of its servants or otherwise, beyond \$50, at which amount the message is valued, unless a greater value is stated in writing thereon when the message is offered for transmission, and an additional sum paid.—*Rhyne v. Western Union Tel. Co.* Supreme Court of North Carolina. 80 S. E. 152.

**Sale of Baled Hay.**—Where plaintiffs purchased a definite lot of baled hay from defendant, agreeing to estimated weights, and after removal of a part thereof sold the remainder to G., who employed L. to remove and ship it, defendant, having also agreed with plaintiffs to accept car weights for the hay removed by L. in order to relieve them from the obligation to check the weights as the hay was removed, was estopped by such agreement to assert that it was not binding, having permitted plaintiffs to relinquish to L. the matter of hauling the hay and checking the weights.—*Reed v. McDonald*. District Court of Appeal, California. 136 Pac. 506.

**Liability of Consignor.**—Where a common carrier waives prepayment and the consignee refuses to take the goods and pay the transportation charges, and the carrier, in strict conformity with law, sells the goods to enforce its lien for charges, and there is still a balance due, the consignor is liable for it to the carrier.—*Jelks v. Phila. & R. Ry. Co.* Court of Appeals of Georgia. 80 S. E. 216.

**Error in Rate Quoted by Carrier.**—Where a shipper of flour was, by a mistake of a responsible officer of plaintiff railroad company, given a rate which was less than that legally prescribed, and shipped pursuant to such rate for two years, the railroad company, upon discovering the mistake thereafter, was entitled to recover the difference between the legal rate and the rate paid by the shipper; equities in favor of the shipper constituting no defense.—*Central R. Co. of N. J. v. Mauser*. Supreme Court of Pennsylvania. 88 Atl. 791.

**Misdelivery by Carrier.**—A carrier which delivered a shipment consigned by the shipper to itself, to another party, who did not produce the B/L, had the burden of showing that, with knowledge of such delivery, the shipper ratified it. A shipper of goods consigned to itself, which consented to or authorized a delivery by the carrier to another, or ratified such delivery with knowledge that it had been made, could not sue the carrier for the misdelivery.—*W. H. Stanchfield Warehouse Co. v. Central Ry. of Oregon*. Supreme Court of Oregon. 136 Pac. 34.

**Transfer of Title.**—Under the ruling in *Erwin v. Harris*, 87 Ga. 333 (2), 13 S. E. 513, delivery of a shipment to a carrier, with a B/L to the order of the shipper, attached to a draft, does not constitute delivery to the consignee, but the carrier is an agent of the shipper, and title does not pass to the would-be purchaser. See, also, *Moss v. Sell*, 8 Ga. App. 588, 70 S. E. 18. One who purchases personal property presumably upon his personal credit and financial standing, and not as a cash transaction, is not bound to accept the property when shipped with a draft attached to the B/L.—*Ware v. Chason*. Court of Appeals of Georgia. 80 S. E. 21.

**Error in Transmission of Message.**—Where Plaintiff's telegram, instructing his broker to sell cotton was changed in transmission so as to make it an order to buy cotton, and was executed as such, plaintiff who, on notice of the purchase, did not repudiate the purchase, but, relying upon the broker's judgment and thinking it had been purchased for his benefit, held it and sold it at a loss, the failure to promptly repudiate the contract was the proximate cause of the loss, so that plaintiff could not recover. In such case the customer, if he believed that his broker had disregarded his instructions, was bound at once to disaffirm; and, where he failed to do so in order to avoid or reduce loss, he could not recover for the loss resulting from the purchase.—*Western Union Tel. Co. v. Peter & Neylon*. Court of Civil Appeals of Texas. 160 S. W. 991.

**Notice of Assessment by Mutual Fire Ins. Co.**—Where the charter of a mutual assessment fire company, which was made a part of the contract between the parties, provided that each member of the association should be notified of the assessment, at least 30 days before the last day of payment, by mailing such notice to the post office address given by the member in the application for insurance, and that, in case of change of address the member should in writing furnish the secretary with his new address, and the assured, who was not then living at her old address, had not notified the secretary of any change, the fact that the company sent the notice, which it had previously sent on postcards that might be forwarded, in an unsealed letter which could not be forwarded, and for that reason it was not received, will not relieve insured from a forfeiture of her policy because of nonpayment of assessments.—*Mutual Fire Ins. Co. v. Turner*. Supreme Court of Appeals of Virginia. 79 S. E. 1067.

**Statute Against Building Elevators within 100 ft. is Constitutional.**—Under Civ. Code, § 533, providing that no elevator shall be constructed within 100 feet of any existing structure, and section 2402, providing that a private person may maintain an action for a public nuisance if it is specially injurious to himself, but not otherwise, the owners of existing elevators cannot sue to enjoin the construction of another within 100 feet of their elevators, without alleging facts showing a special injury to them; the mere erection of a new elevator within 100 feet of their elevators not necessarily causing them special injury. Civ. Code, § 533, prohibiting the construction of elevators, warehouses, etc., within 100 feet of any existing structure, and requiring them to be at a safe fire distance from station buildings, and so as not to conflict with the safe and convenient operation of such railroad, is at least presumptively constitutional as to nonfireproof frame structures.—*J. P. Schaller Co. v. Canistota Grain Co.* Supreme Court of South Dakota. 141 N. W. 993.

**Evidence of Natural Shrinkage not Conclusive as to Specific Shipment.**—In an action for a shortage in a shipment of coal, the weight of the coal as weighed by the initial carrier at the time of shipment was shown, and it was also shown that some of the cars upon delivery had the appearance of having been robbed, and that some of them were weighed by the delivering carrier and by the consignee and showed a shortage. It appeared that some of the cars remained on the consignee's side track in an exposed position for several days before being weighed, and there was evidence that coal shipped from mines in Western Kentucky due to the dampness thereof would lose weight by evaporation dependent on the time that the coal was mined, but there was no evidence that the same condition existed in the eastern coal fields from which the coal in question was shipped, or evidence showing when plaintiff's coal was mined. Held, that a finding for plaintiff was not flagrantly against the evidence.—*Chesapeake & Ohio Ry. Co. v. Williams*. Court of Appeals of Kentucky. 160 S. W. 769.

THE GRAIN Dealers Journal is O. K. and contains much valuable information for the trade.—W. E. Shepherd and F. C. Shepherd & Son, Hobart, Okla.

CORN has displayed independent strength led by an increasing and more urgent cash demand, locally and southwest. The weather has been mild, wet and unseasonable and has prevented grading, deterred country movement and generally retarded trade. Altho there were heavy deliveries of wheat and record deliveries of oats on December contracts, no corn has been sent out yet and it does not appear probable that there will be very soon. Further attempts of shorts to make contract corn by the drier process, failed when a round lot of corn was tendered the inspection department as No. 2 corn and was rejected by them and graded No. 3. There was also talk of the possibility of delivering No. 3 yellow corn on contract at 5 cent penalty, but this afforded little hope when it became known that stocks of No. 3 yellow were small and that it was equally as hard to make No. 3 yellow as to make the regular contract grades. The short interests will therefore be obliged to buy either in the country or in the open market, to fill their December contracts. As the country are selling little or no corn and have even tried to buy back some of the cash corn sold by them earlier for December shipment it is hardly possible that they can secure the corn in the country. Their position is therefore untenable and capitulation is the only alternative left.—*Finley Barrell & Co.*



## Insurance Notes.

The workingmen's compensation laws in Connecticut and Ohio became effective Jan. 1.

## Mill Owners Mutual Insurance Co. Reports.

The thirty-ninth annual report of the Mill Owners Mutual Fire Insurance Co. of Iowa, Des Moines, Ia., shows total assets of \$440,792.78; liabilities, \$126,645.32; and surplus to policyholders, \$314,147.46. Income account shows \$191,343.32 received in premiums and assessments, and \$18,371.78 received as income on securities owned and bank deposits during 1913. Disbursements include \$148,514.45 paid out in settlement of 90 claims. Operating expenses amounted to \$34,730.58, leaving a balance of \$26,460.04. The company had on Dec. 31, 1913, \$12,356,527 in insurance in force, and has paid since organization \$2,114,262.14 in settlement for losses.

## Western Millers Mutual Fire Insurance Co.'s Annual Report.

The annual report of the Western Millers Mutual Fire Insurance Co. of Kansas City, Mo., showing the business done during the year 1913, compared 1912, was as follows:

### RECEIPTS.

Jan. 1, 1914. Jan. 1, 1913.

Premiums & Assessments	\$102,851.93	\$118,175.50
Interest	12,951.95	11,493.70
Cash Dec. 31, 1912	254,026.06	227,150.00
Total receipts	\$369,829.94	\$356,819.20

### DISBURSEMENTS.

Losses	\$ 65,842.11	\$ 61,570.32
Expenses	16,470.43	16,831.72
Premiums & Assmts.		
Ret.	11,239.99	13,644.89
Int. Ret. on Renewals and Cancellations	10,247.29	10,746.21
Cash Dec. 31, 1913	266,030.12	254,026.06

\$369,829.94 \$356,819.20

The company has no losses due and payable and no losses in process of adjustment. The losses paid since organization total \$982,676.35, and the insurance in force is \$6,056,625.

I AM well pleased with the Grain Dealers Journal and use it to acquire information and as a reference. I keep all of my copies on file and often refer to them. The Crop Reports, Grain Movement Dept. and the Grain Trade News items interest me very much as do the laws governing the grain trade of North Dakota.—J. S. Robinson, agt. Equity Elevtr. & Trading Co., Brocket, N. D.

WEATHER PREDICTIONS three weeks ahead that will be more accurate than those now made 24 hours ahead, is the promise of W. F. Carothers, Houston, Tex. Mr. Carothers has discovered certain uniform movements of the atmosphere, coming in 25-day cycle, which have a controlling influence over the weather; and he is confident that as soon as these movements have been plotted and thoroly understood, weather predictions much more accurate of much greater range than those now made will be entirely possible.

DIVISION of territory to prevent throat competition is one of the reforms to be advocated in the report of the Ohio Rural Credits Commission, which toured Europe last summer collecting information pertaining to rural credits and marketing. The commission will also recommend a bureau of markets, publishing a market bulletin, a short agricultural course for practical farmers, and the establishment of a course in marketing and cooperative organization. The commission will probably submit its report to the Ohio Legislature within the next fortnight.

THE EXTREME size of the last Argentine corn crop was something that no one could forecast. It surprises the best men in the grain trade. As a result the cash demand at Chicago for corn during the next few weeks may be only 75% of normal. The quality of the Argentine corn arriving is perfect and it can be bought in New York in bags around 66c for January shipment. Corn market will evidently continue to reflect these novel conditions during rest of January. In past five years the Argentine corn acreage has increased 40% to 9,500,000 acres. Under ordinary conditions Chicago ships 17 to 19 millions of corn east during January, February and March, but this season the Argentine will scatter four to six millions around the east during this period, displacing that amount from the West. About fifteen Argentine corn cargoes are on their way to the U. S.—an indication that the Argentine fully recognizes her record new crop promise and is emptying all bins.—E. W. Wagner.

**GALVANIZED CORRUGATED**  
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



**THE SYKES COMPANY, Chicago, Ill.**  
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

## TRI-STATE MUTUAL Grain Dealers Fire Ins. Co.

of

## Luverne, Minnesota

Percentage of Premiums Returned Since Organization

1903	96 per cent
1904	42 per cent
1905	26 per cent
1906	83 per cent
1907	85 per cent
1908	61 per cent
1909	5 per cent
1910	72 per cent
1911	35 per cent
1912	60 per cent
1913	35 per cent

E. A. BROWN, Pres. E. H. MORELAND, Sec.  
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

## SAFETY FIRST

MEANS

Sound limbs and health, a steady job and prosperity, and is practical

## FIRE PREVENTION

Our Motto has always been

## "SAFETY AND SERVICE"

Millers National Insurance Co., Chicago, Ill.

Western Millers Mutual Fire Ins. Co., Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co., Canton, Ohio

Pennsylvania Millers Mut. Fire Ins. Co., Wilkes Barre, Pa.

Mill Owners Mutual Fire Insurance Co., Des Moines, Ia.

The Millers Mutual Fire Insurance Co., Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co., Ft. Worth, Tex.

Michigan Millers Mutual Fire Ins. Co., Lansing, Mich.

Grain Dealers National Mut. Fire Ins. Co., Indianapolis, Ind.

Our Mutual Fire Prevention Bureau at Oxford, Mich., can help you.



## Patents Granted

**Peanut Sheller and Grader.** No. 1,083,150. (See cut.) Albert L. and Charles H. Steere, Petersburg, Va. This machine consists of a peanut grading screen, a conduit and a peanut grader. An air shaft attached to the end of the conduit draws a current of air thru the nuts and chaff in the conduit, separating them and drawing off the chaff.

**Weighing and Recording Device.** No. 1,082,967. (See cut.) Grayson Moore, Weston County, Wyo. A number of counterpoise weights are arranged in a series of piles and so connected that the movement of the scale beams lifts these weights serially from the piles. An electrical circuit is made when the weights are lifted and the current passes to a device which indicates and registers the weights obtained.

**Wild Oats Separator.** No. 1,082,879. (See cut.) William H. Klauer, Dubuque, Ia. A supporting frame carries a shaft on which is mounted a rotating drum. Curved arms with little wheels resting on the outside of the drum support a tangle frame inside of the drum, which frame is provided with a series of arc-shaped screens and wires set closely enuf together to catch the wild oats kernels. A delivery chute suspended under the tangle frame carries the oats outside of the drum.

**Automatic Scale.** No. 1,083,804. (See cut.) John P. Clifford and Stanley G. Murray, Passaic, N. J., assignors to Richardson Scale Co., Passaic, N. J. This scale has a counterpoised weigh hopper, a supply valve, and a weight, which is inoperative during the weighing operation, but is operative during the return of the weigh hopper to its initial position. The movement of this weight provides power to open the supply valve and also retards the return of the weigh hopper so as to reduce the shock and wear.

**Automatic Weighing Machine.** No. 1,082,354. (See cut.) Bernard P. Mulloy, New Albany, Ind. The hopper of this machine is equipped with a main and a supplemental discharge spout. The main spout is fitted with a gate, which is held in a closed position by means of a weight. An electrical device regulates the opening and closing of this gate. The weighing mechanism con-

sists of a tray under the supplemental spout so arranged as to discharge its contents into the weighing machine after the gate under the main discharge spout has been closed. Electric circuits regulate the flow of grain both thru the main spout and thru the supplemental spout into the tray and from the tray into the weighing machine.

### Calendars Received.

Abel Bros. are presenting their customers with an elaborate wall pocket and calendar.

The Hay Trade Journal is giving out a large-type wall calendar suitable for hay offices.

Possessors of the "Eureka" desk calendar have been sent a new set of 1914 date cards with the compliments of the S. Howes Co. on a Christmas card.

"Home for Christmas" has been reproduced in photo-color from the original oil painting by Ferris for the 1914 calendar of J. J. Gerber, advertising his sheet metal elevator specialties.

Miner-Hillard Milling Co.'s calendar this year is good-sized and easily readable. Photographs of their mills at various stages of the company's history are reproduced above the calendar pad.

Farmer patrons of D. R. Risser, Vaughnsville, O., are receiving his annual calendar. The subject of the engraving in colors, "The Seine at Paris," is a pleasing decoration for the walls of the farm home.

The Jennings, Owen & Jennings calendar for 1913 keeps up their reputation for beautiful calendars. It is the picture of a lady in pink, mounted on a green and cream colored mat and accompanied by a stanza from Burns.

C. W. LeMay & Co. are sending out calendars showing the views of Old London as seen from their office windows. On the back of the calendar is a description of the Tower of London, London Bridge, part of the Thames and the site of the new offices of the Port of London Authority, the body which has jurisdiction over the London wharves. Both the views and the reading matter are of great interest to Americans, as they reveal the antiquity of "The Metropolis of the World."

Rosenbaum Bros. send customers and friends the greetings of the season in a neat card with 1913-1914 in gold.

Fred Mayer and Fred W. Jaeger join in inviting the cordial co-operation of patrons of J. F. Zahm & Co. in the New Year, their engraved card having embossed a branch of the red and green poinsettia.

### CROP IMPROVEMENT.

The South Dakota Better Farming Ass'n will receive \$7,000 from bankers of Aberdeen, S. D., to buy alfalfa seed for distribution among its farmers at cost.

Sound practical advice in concise form is packed into Bulletin No. 59 by Prof. H. L. Bolley of the North Dakota Agricultural Experiment Station. The bulletin tells in a common sense manner the way to increase yields.

We are getting in a car of Marquis wheat to supply our stockholders and patrons with a new seed, and to try and increase the wheat yield in this vicinity. —J. S. Robinson, agt. Equity Elvtr. & Trading Co., Brocket, N. D.

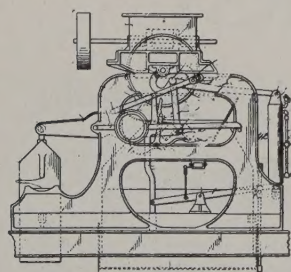
Thirteen counties in northwestern Minnesota will hold their third annual farm crop show at Crookston, Minn., Feb. 18 to 20. Between one and two thousand entries are expected, and a long list of prizes will be awarded. The boy who wins the 1913 acre yield corn contest will be given a free trip to the Minnesota State Fair.

The grand champion sweepstakes in the ten-ear class at the Iowa Corn and Small Grain Growers Ass'n show Jan. 5 at Ames, Ia., was awarded to H. E. Brown, Salix, Ia. The prize for the best single ear was won by E. F. Reed, New London. H. C. Cowan, Eagle Grove, won the honors for the best thirty ears of pure bred corn, and Willard Zeller, Cooper, won the prize for the best bushel.

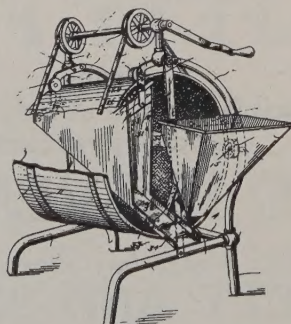
Corn growers in northwestern North Dakota will compete for \$500 in prize money offered by George B. Clifford, Minneapolis. Farmers in western Polk County, Minn., will also be eligible for \$350 offered by the First National Bank of East Grand Forks. The prizes will be awarded at the Red River Valley Corn and Clover Convention to be held in the near future at Grand Forks, N. D.

County agents in Montana will hereafter receive the money formerly spent in maintaining demonstration farms, according to F. B. Linfield, director of experiment stations. The last Montana legislature passed a bill authorizing counties to appropriate \$100 per month for county agricultural agents, upon petition by 51% of the agricultural population. Two county agents have already been started under this plan, one in Fergus County and the other in Custer County; and two more counties, Lewis and Clark and Flathead counties, have appropriated money and are looking for men. By spring Missoula, Yellowstone, Dawson and Fallon Counties will probably be added to the list. Mr. Linfield states that three demonstration farms were discontinued last year, and several more will be ended this year, and in time all of the agricultural experiment work will be done either at the experiment stations or by the county agents. Montana thus endorses the greater effectiveness of the county agent over the demonstration farm.

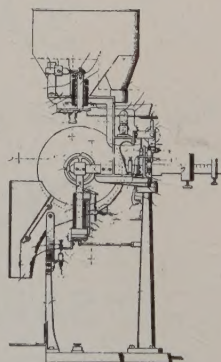
A SAMPLE of Argentine oats was received at Chicago Dec. 18 and was graded No. 2 red rustproof by the Illinois Grain Inspection Department. The oats, altho containing a small amount of wild oats, were of good quality and very desirable for the Southern trade. They are superior to the Canadian oats, as the hulls are much softer.



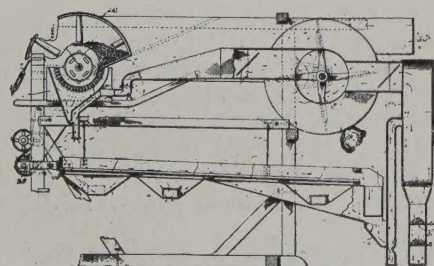
1,083,804.



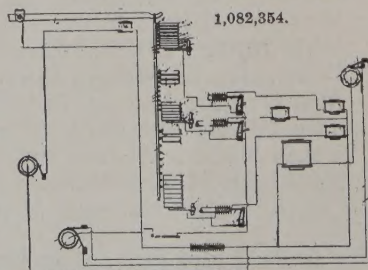
1,082,879.



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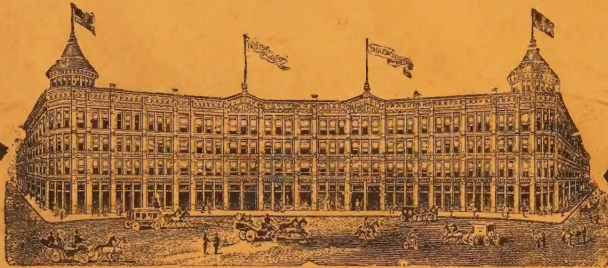
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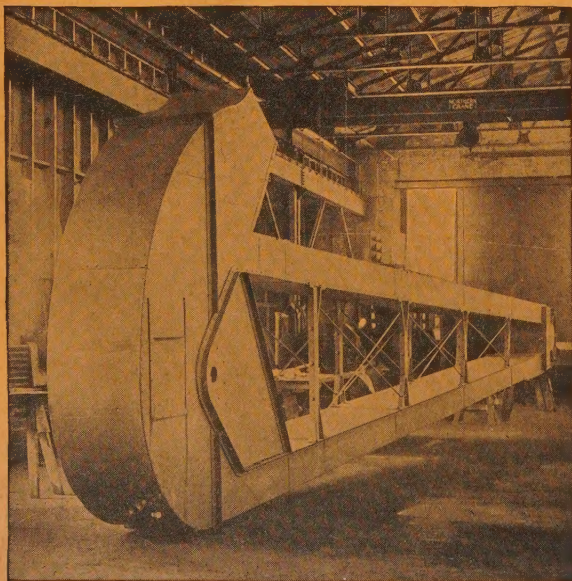
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